

CALIFORNIA COASTAL COMMISSION

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**W23a****Addendum**

August 8, 2013

To: Commissioners and Interested Persons

From: California Coastal Commission
 San Diego Staff

Subject: Addendum to **Item W23a**, Coastal Commission Permit Application
#6-13-011 (San Diego County Regional Airport Authority), for the
 Commission Meeting of August 14, 2013

After release of the staff report, dated August 1, 2013, the applicant requested revisions to Special Condition #8, Transportation Demand Management Program. Thus, staff recommends minor modifications and additions to the staff report to respond to the San Diego County Regional Airport Authority's concerns. Strikethrough indicates text deleted from the August 1, 2013 staff report pursuant to this addendum and underline indicates text added to the August 1, 2013 staff report pursuant to this addendum, as shown below:

1. On Page 10, correct provision "a.: of **Special Condition #7**, Bird-Safe Building Standards, as follows:
 - a. Untreated glass or glazing shall not ~~compromise~~ comprise more than 35% of a building façade.

[...]
2. On Page 11, revise **Special Condition #8**, Transportation Demand Management Program, as shown below, to clarify several provisions of the proposed shuttle service:
 - 8. Transportation Demand Management Program.** Prior to operation of the rental car center, the applicant shall submit, for review and written approval of the Executive Director, a final Transportation Demand Management Program. Said program shall be in substantial conformance with the preliminary program submitted on July 30, 2013 and shall include, but not be limited to, the following:
 - a. Consolidated bus shuttle fleet with free 24-hour operations that will transport airport users and employees to and from the rental car center and airport terminals;

- b.** On-demand car or shuttle pick-up and drop-off service provided from the closest transit stations, as identified in the final Transportation Demand Management Program based on coordination with SANDAG and the California Coastal Commission, to the rental car center for rental car customers ~~and restaurant customers~~. Such service shall be provided daily from 5 AM to 12 AM and may be coordinated with other transit services at the airport;
- c.** Coordination with ~~tenants of the rental car center (rental car agencies and restaurant)~~ to monitor the ridership of the on-demand shuttle pick-up and drop-off service;
- d.** Coordination with ~~tenants of the rental car center (rental car agencies and restaurant)~~ to provide a detailed description of how to access the rental car center using public transit and the on-demand shuttle pick-up and drop-off service on their websites and any confirmed reservation or communications under the heading “Directions”;
- e.** Encourage tenants of the rental car center to provide transit incentives to employees to promote transit use, including fare/monthly pass subsidies and promotions to increase transit use; and
- f.** After the first year of operations for the rental car center, the applicant shall prepare and submit a status report to the Executive Director for review and written approval, documenting the current status of efforts that have been made to add or improve mass transit linkages to the airport for employees and users. Each year thereafter, the applicant shall submit to the Executive Director an annual status report documenting any changes that have occurred throughout the previous year to provide mass transit opportunities to the airport for employees and the general public. In addition to a status report on ongoing operations, each annual report shall contain, at a minimum, the following items:

 - i.** An evaluation of progress made with MTS and SANDAG or by the applicant in the development and construction of a future Intermodal Transit Center, to the north of the rental car center that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free bus shuttle service to the airport;
 - ii.** An evaluation of progress made with MTS or by the applicant in providing a direct airport bus or shuttle from the Old Town Station for the use of airport visitors;
 - iii.** An evaluation of the progress made with MTS or by the applicant in adding direct airport bus or shuttle linkages to the

airport from the existing trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station;

- iv. An evaluation of progress made with MTS in expanding MTS direct bus service to the airport; and
- v. An evaluation of progress made on sections a through e of this condition, including the on-demand shuttle pick-up and drop-off service and rental car center tenants employee transit subsidy program.

The permittee shall undertake the development in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. After the first year of implementation of the approved program and prior to the operation of the Intermodal Transit Center, the permittee may submit for review and written approval of the Executive Director, minor modifications to the approved program; however, n~~No~~ changes to the approved program, including deletion of any program component, shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. On Page 13, add new **Special Condition #10**, Restaurant Parking, which clarifies the parking provisions for the proposed restaurant on level 3 of the rental car center:

10. Restaurant Parking. The applicant shall comply with the parking provisions proposed as part of the project, including the following:

- a. Restaurant users may park for free in any of the 417 parking spaces located in the surface parking lot directly in front of the rental car center for two (2) hours with validation.
- b. In the event that the rental car center parking lot is full, restaurant users may park for free in the adjacent SAN Park 2 parking facility for two (2) hours with validation.
- c. During peak restaurant use times, a valet service shall be provided. Valet parking shall be located in an area that does not displace or remove parking spaces during the period that the valet service is in demand. Valet parking shall be temporary and may be located in an unused portion of the rental car center, an unused portion of the adjacent SAN Park 2 parking facility, or within the rental car center parking lot, provided there is sufficient space available, with priority given to self-parking.

4. On Page 22, the following shall replace the fourth complete paragraph in its entirety:

The proposed rental car center is located in close proximity to several public transit stops with the closest trolley stops being the Washington Street trolley stop and Middletown trolley stop on Palm Street – both situated less than ½ a mile away. In coordination with Commission staff, the applicant has proposed the implementation of a Transportation Demand Management Program that would enhance access to the proposed rental car center, for both customers and employees. In particular, this Transportation Demand Management Program includes an on-demand car or shuttle service that would be available to pick-up and/or drop-off rental car customers from the closest transit station. This service would reduce vehicle miles traveled by allowing rental car customers to easily access the rental car center via public transportation rather than driving – especially since there is no free parking onsite for those wishing to drive to the rental car center to pick up a rental car. Although the majority of customers using the rental car center are expected to be airport users, this service will increase the center’s accessibility and allow the rental car center to be used by both airport users and non-airport users wishing to rent cars at this location.

As mentioned previously, **Special Condition #8** requires the implementation of an on-demand shuttle service and this service would be made available to the general public using the trolley to access the rental car center. This program will be designed to help ensure critical transit linkages are provided as part of the new development, including an on-demand shuttle service from adjacent public transit stops to the rental car center for rental car customers and restaurant customers, as well as the provision of detailed information to rental car customers and restaurant customers regarding the on-demand shuttle service to promote its use; and transit pass subsidies and/or incentives for employees of the rental car center. The San Diego Metropolitan Transit System’s (SDMTS) trolley operates from approximately 5 AM to 1 AM and the rental car center hours will be from 4 AM to 1 AM; therefore, the shuttle service will be available on an on-demand or on-call basis from 5 AM to 12 AM, coinciding with users being able to access the rental car center based on the trolley’s schedule. After the first year of this service, the applicant may modify the program based on results of ridership monitoring in order to better meet user demands. In addition, the special condition also allows for phasing out and/or deletion of the program through a Coastal Commission approved amendment, especially once the future Intermodal Transit Center (ITC) is operational and the service would be redundant.

5. On Page 23, add the following paragraph after the first incomplete paragraph, to support the addition of **Special Condition #10**, Restaurant Parking:

The proposed project includes the construction of a restaurant that will be open and easily accessible to several user groups, including rental car customers and airport users, as well as the general public. Rental car customers and airport users will access the restaurant from the airport terminals via shuttle service on the proposed terminal

link road. As proposed, the general public will be able to park for free in any of the 417 parking spaces located in the surface parking lot directly in front of the rental car center for two (2) hours parking with validation. In the event that the rental car center parking lot is full, restaurant users will be able to park for free in the adjacent SAN Park 2 parking facility for two (2) hours with validation. In addition, during peak restaurant use times, a valet service shall be provided; however, valet parking will be located in an area that does not displace or remove parking spaces during the period that the valet service is in demand. Valet parking shall be temporary and will be located in an unused portion of the rental car center, an unused portion of SAN Park 2 parking facility, or within the rental car center parking lot, provided there is sufficient space available, with priority given to self-parking. **Special Condition #10 is proposed** to ensure that the restaurant is easily accessible to the general public through the implementation of these proposed parking provisions.

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W23a

Filed: 7/22/13
180th Day: 1/18/14
Staff: K. Brown-SD
Staff Report: 8/1/13
Hearing Date: 8/14/13

STAFF REPORT: REGULAR CALENDAR

Application No.: 6-13-011

Applicant: San Diego County Regional Airport Authority

Agent: Ted Anasis

Location: San Diego International Airport, San Diego, San Diego County
(APNs 760-039-62, 760-039-09)

Project Description: Demolish airport parking lot and vehicle storage facilities and construct new consolidated rental car center on 25.5-acre site, consisting of a four-story, 66-ft. high, 2.04 million sq. ft. structure, restaurant, 417 parking spaces, vehicle circulation areas, landscaping, and 40,000 cu. yds. of grading (20,000 cu. yds. cut, 20,000 cu. yds. fill). Project also includes construction of a 6,700 lineal ft. on-airport shuttle circulation road, road improvements to add fourth lane and sidewalk on westbound North Harbor Drive, landscaping, and 24,443 cu. yds. of grading (18,093 cu. yds. cut, 6,350 cu. yds. fill), to connect the new rental car center with airport terminals.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The San Diego County Regional Airport Authority proposes construction of two improvements on the north side of the San Diego International Airport – a consolidated rental car center and terminal link roadway. The purpose of the proposed rental car center and terminal link roadway is twofold – to consolidate dispersed rental car facilities into a single location alongside an improved public parking facility (relocated SAN Park Pacific Highway) and to provide access between the northern and southern portions of the airport via a secure on-airport terminal link road. The proposed terminal link roadway will connect the rental car center and other northside improvements with the airport terminals through the use of a consolidated shuttle bus service. Construction of the proposed project would be contained mostly within the parameters of the San Diego International Airport, on a site consisting of either pavement or compacted gravel.

The proposed project does raise concerns pertaining to water quality, protection of public views, sensitive bird species, and public access. Partial views of the San Diego Bay and downtown San Diego skyline from vehicles traveling southbound on Interstate-5, Pacific Highway, and the on-ramp to Interstate-5 will be obstructed by the 66-ft. tall rental car center; however, due to their brevity and consistency with views available across the formerly developed General Dynamics site, visual impacts are not significant. In addition, the proposed terminal link road is adjacent to an existing California least tern nesting area; however, the applicant has worked with the U.S. Fish and Wildlife Service to incorporate mitigation measures that will avoid any adverse impacts to the tern colony.

In order to minimize any potential adverse impacts to water quality within the adjacent San Diego Bay, Commission staff is recommending **Special Conditions #1** and **#2** that require the submission, review, and written approval of final plans, including landscaping plans, prior to the issuance of the subject coastal development permit. **Special Condition #3** requires the preparation and approval of an Erosion Control and Construction Best Management Practices (BMP) Plan. Finally, Commission staff recommends **Special Condition #4** that requires a final Water Quality Technical Report which identifies minimum standards for BMP design, and **Special Condition #5** that requires an Operation and Maintenance Plan for the BMPs proposed in the Water Quality Technical Report. These conditions will ensure any potential adverse impacts to water quality are avoided during and post construction.

In addition, Commission staff is also recommending **Special Condition #6** that would require building standards to protect coastal birds from striking the proposed rental car building, as well as **Special Condition #7** that would require several mitigation measures to protect the California Least Tern nesting habitat adjacent to the proposed terminal link roadway. Finally, to ensure transportation linkages and public access, **Special Condition #8** requires the preparation, review, and approval of a Transportation Demand Management Program that includes the implementation of an on-demand shuttle service from the adjacent transit stop, and **Special Condition #9** requires a Staging and Public Access Plan that prohibits work that would result in lane closures on North Harbor Drive during the daytime and on weekends and holidays from Memorial Day through Labor Day.

With the above special conditions, the proposed development will be consistent with Chapter 3 policies of the Coastal Act. Therefore, Commission staff recommends **approval** of coastal development permit application 6-13-011, as conditioned.

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APPENDICES

[Appendix A – Substantive File Documents](#)

EXHIBITS

- Exhibit 1 – Vicinity Map
- Exhibit 2 – Aerial Map
- Exhibit 3 – Airport Master Plan
- Exhibit 4 – Visual Analysis
- Exhibit 5 – Historic Aerials
- Exhibit 6 – Project Plans

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit 6-13-011 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves Coastal Development Permit 6-13-011 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final project plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application on May 8, 2013 and June 18, 2013 by the applicant.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Landscaping Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final landscaping plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application on May 8, 2013 and June 18, 2013 by the applicant, except as follows:

- A) Any proposed landscaping shall be drought-tolerant and native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. **Erosion Control & Construction BMPs Plan.**

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and approval of the Executive Director, an Erosion Control and Construction Best Management Practices plan, prepared by licensed

professional¹. The licensed professional shall certify in writing that the Erosion Control and Construction Best Management Practices (BMPs) plan is in conformance with the following requirements:

1. Erosion Control Plan

- (a) The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas and stockpile areas.
- (b) Include a narrative report describing all temporary run-off and erosion control measures to be used during construction.
- (c) The plan shall identify and delineate on a site or grading plan the locations of all temporary erosion control measures.
- (d) The plan shall specify that should grading take place during the rainy season (November 1 – March 31) the applicant shall install or construct temporary sediment basins (including debris basins, desilting basins or silt traps); temporary drains and swales; sand bag barriers; silt fencing; stabilize any stockpiled fill with geofabric covers or other appropriate cover; install geotextiles or mats on all cut or fill slopes; and close and stabilize open trenches as soon as possible.
- (e) The erosion control measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sediment from runoff waters during construction. All sediment should be retained on-site, unless removed to an appropriate, approved dumping location either outside of the coastal zone or within the coastal zone to a site permitted to receive fill.
- (f) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited to: stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. The plans shall also specify that all disturbed areas shall be seeded with native grass species and include the technical specifications for seeding the disturbed areas. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

2. Construction Best Management Practices

- (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.

¹ A licensed professional may be a California Registered Professional Civil Engineer, Geologist or Engineering Geologist, Hydrogeologist, or Landscape Architect, qualified to complete this work.

- (b) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- (c) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (d) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (e) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (f) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- (g) All stock piles and construction materials shall be contained so that materials cannot be conveyed to drain inlets and any waterway, and shall not be stored in contact with the soil.
- (h) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (i) The discharge of any hazardous materials into any receiving waters shall be prohibited.
- (j) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- (k) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity
- (l) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

B. The final Erosion Control and Construction Best Management Practices Plan shall be in conformance with the site/development plans approved by the Coastal Commission. Any changes to the Coastal Commission approved site/development plans required by the consulting civil engineer/water quality professional shall be reported to the Executive Director. No changes to the Coastal Commission approved final site/development plans shall occur without an amendment to the coastal development permit, unless the Executive Director determines that no amendment is legally required.

4. **Water Quality Technical Report.**

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and written approval of the Executive Director, a final Water Quality Technical Report (WQTR), prepared by a licensed professional, that is in substantial conformance with the San Diego County Regional Airport Authority Water Quality Analysis for the Planned Northside Development Area dated April 1, 2013 and includes the following:

a. Minimum standards to be used for BMP design that include:

- i. The project water quality treatment system will treat all storm runoff from storms smaller than or equal to the 85th percentile design storm (0.55 inches/24 hours for volume based Best Management Practices (BMPs) and 0.2 inches/hour for flow based BMPs), with a suite of BMPs that meet the design criteria below;
- ii. The design criteria for BMPs shall comply with the recommendations in the latest edition of the California Association of Stormwater Quality Agencies (CASQA) BMP Handbook at a minimum.

b. A detailed description of the design and location of the final selected suite of BMPs for this project.

c. The project will eliminate all sources of dry weather flow to the municipal storm drain system.

5. **Operation and Maintenance Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and written approval of the Executive Director, an Operation and Maintenance (O&M) plan that includes description of the long-term operation and maintenance requirements of proposed best management practices described in the Water Quality Technical Report described in Condition #4 of this permit, and a description of the mechanisms that will ensure ongoing long-term maintenance. The O&M Plan shall include:

a. A description of the proper operation of the project BMPs and required maintenance.

b. Documentation that the maintenance is completed as required.

The permittee shall undertake the development in accordance with the approved plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

6. **Least Tern Nesting Habitat Mitigation.** To protect the California Least Tern nesting habitat adjacent to the proposed terminal link roadway, the applicant shall comply with the

mitigation measures identified in the informal consultation with the U.S. Fish & Wildlife Service (USFWS) and the mitigation measures identified in the Final Supplemental Environmental Impact Report.

7. **Bird-Safe Building Standards.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final project plans for the proposed development that are in compliance with bird-safe building standards for façade treatments, landscaping, lighting, and building interiors, as follows:
 - a. Untreated glass or glazing shall not compromise more than 35% of a building façade.
 - b. Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, ultraviolet patterns visible to birds or similar treatments, as approved by the Executive Director.
 - i. Where applicable, vertical elements within the treatment pattern should be at least 1/4" wide, at a maximum spacing of 4";
 - ii. Where applicable, horizontal elements within the treatment pattern should be at least 1/8" wide, at a maximum spacing of two inches 2"; and
 - iii. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent 30%. That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30%.
 - c. Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.
 - d. Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades.
 - e. Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:
 - i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
 - ii. Building lighting shall be shielded and directed downward.
 - iii. Up-lighting and use of event "searchlights" or spotlights is prohibited.
 - iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.

- v. Red lights shall be limited to only that necessary for security and safety warning purposes.
 - f. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.
 - g. Avoid the use of “bird traps” such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.
- 8. Transportation Demand Management Program.** Prior to operation of the rental car center, the applicant shall submit, for review and written approval of the Executive Director, a final Transportation Demand Management Program. Said program shall be in substantial conformance with the preliminary program submitted on July 30, 2013 and shall include, but not be limited to, the following:
- a. Consolidated bus shuttle fleet with free 24-hour operations that will transport airport users and employees to and from the rental car center and airport terminals;
 - b. On-demand shuttle pick-up service provided from the closest transit stations to the rental car center for rental car customers and restaurant customers;
 - c. Coordination with tenants of the rental car center (rental car agencies and restaurant) to monitor the ridership of the on-demand shuttle pick-up service;
 - d. Coordination with tenants of the rental car center (rental car agencies and restaurant) to provide a detailed description of how to access the rental car center using public transit and the on-demand shuttle pick-up service on their websites and any confirmed reservation or communications under the heading “Directions”;
 - e. Encourage tenants of the rental car center to provide transit incentives to employees to promote transit use, including fare/monthly pass subsidies and promotions to increase transit use; and
 - f. After the first year of operations for the rental car center, the applicant shall prepare and submit a status report to the Executive Director for review and written approval, documenting the current status of efforts that have been made to add or improve mass transit linkages to the airport for employees and users. Each year thereafter, the applicant shall submit to the Executive Director an annual status report documenting any changes that have occurred throughout the previous year to provide mass transit opportunities to the airport for employees and the general public. In addition to a status report on ongoing operations, each annual report shall contain, at a minimum, the following items:
 - i. An evaluation of progress made with MTS and SANDAG or by the applicant in the development and construction of a future Intermodal

Transit Center, to the north of the rental car center that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free bus shuttle service to the airport;

- ii. An evaluation of progress made with MTS or by the applicant in providing a direct airport bus or shuttle from the Old Town Station for the use of airport visitors;
- iii. An evaluation of the progress made with MTS or by the applicant in adding direct airport bus or shuttle linkages to the airport from the existing trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station;
- iv. An evaluation of progress made with MTS in expanding MTS direct bus service to the airport; and
- v. An evaluation of progress made on sections a through e of this condition, including the on-demand shuttle pick-up service and rental car center tenants employee transit subsidy program.

The permittee shall undertake the development in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the approved program shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

9. Staging Area & Public Access Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, detailed plans identifying the location of staging areas and access corridors to the construction site. The plans shall include, at a minimum, the following:

- a. No overnight storage of equipment, construction materials, or excavated materials shall occur within native vegetation areas or public parking spaces. Stockpiles shall be located away from drainage courses, covered at all times and contained with runoff control measures.
- b. Storage and staging areas shall be located in a manner that has the least impact on vehicular and pedestrian traffic along North Harbor Drive.
- c. Lane closures on Harbor Drive shall be avoided, to the extent feasible. However, if lane closures are unavoidable, then no work that will result in lane closures on North Harbor Drive shall occur during the daytime, nor weekends or holidays between Memorial Day weekend and Labor Day of any year.
- d. Staging site(s) shall be removed and/or restored immediately following completion of the development.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

A. PROJECT DESCRIPTION

The San Diego International Airport Master Plan, Final Environmental Impact Report (certified May 2008) and the Supplemental Environmental Impact Report (certified September 2011) analyzed the following airport improvements and facilities to be constructed on the north side of the San Diego International Airport, collectively referred to as the “northside improvements”:

- General Aviation/Fixed Base Operator Facility
- Relocated surface parking lot
- Consolidated Rental Car Facility
- Terminal link roadway
- On-airport circulation road
- Air Cargo Warehouse
- Utilities to serve the northside improvements including storm drain, water, sewer, natural gas, electric and communications infrastructure

The proposed project is for the construction of two of these improvements – a consolidated rental car center and terminal link roadway. The rental car center consists of a four-story, 66-ft. high, 2.04 million sq. ft. structure, a restaurant, 417 parking spaces, vehicle circulation areas, landscaping, and 40,000 cu. yds. of grading (20,000 cu. yds. cut, 20,000 cu. yds. fill) on a 25.5-acre site. The terminal link roadway consists of a 6,700 linear ft. on-airport road, road improvements to add a fourth lane and sidewalk on westbound North Harbor Drive, landscaping, and 24,443 cu. yds. of grading (18,093 cu. yds. cut, 6,350 cu. yds. fill) that will connect the rental car center and other northside improvements with the airport terminals through the use of a consolidated shuttle bus.

The project site for the proposed rental car center is a 25.5 acre site on the north side of the San Diego International Airport located west of Pacific Highway, directly northwest of its intersection with Sassafras Street (Exhibit 2). A portion of the site is currently used as a long-term airport parking lot (SAN Park Pacific Highway) with 2,644 parking spaces. The existing facility is paved, fenced, lighted, and open 24 hours per day. As part of Coastal Development Permit #6-12-088, the Commission approved demolition of the existing SAN Park Pacific Highway parking facility, and Coastal Development Permit #6-13-0245, also on the agenda for the August Commission meeting, proposes its relocation and reconstruction directly west of the proposed rental car center (Exhibit 3). The other portion of the project site is currently used for overflow storage of rental car vehicles and temporary storage of trucks for the San Diego Convention Center, and consists of compacted gravel.

The purpose of the proposed rental car center and terminal link roadway is twofold – to consolidate dispersed rental car facilities into a single location alongside an improved public parking facility (relocated SAN Park Pacific Highway) and to provide access between the northern and southern portions of the airport via a secure on-airport terminal link road. Currently, seventeen (17) rental car facilities are located off airport property, scattered along Pacific Highway, Harbor Drive, and other arterial roads. The proposed project will consolidate most of the major rental facilities into one building located on the northside of the airport and use an internal circulation road to connect airport passengers with the proposed rental car center. Approximately 11 of the 17 rental car companies are anticipated to move into the proposed rental car center.

The project site for the proposed terminal link roadway is a 6,700 lineal ft. road (with 2,745 lineal feet of the alignment utilizing the existing vehicle service road) beginning at the north side of the airport, directly west of Pacific Highway’s intersection with Sassafras Street, traversing the east side of the airport perimeter, connecting to North Harbor Drive directly north of the existing U.S. Coast Guard facility, and extending 210 feet west of North Harbor Drive’s intersection with Rent-A-Car access road (Exhibit 6). Currently, the project site is a paved, on-airport, vehicle service road that is utilized primarily by airport security and emergency staff. The proposed terminal link road will be dedicated to Airport Authority passenger shuttle buses, and other authorized vehicles; no public vehicles would be permitted to use the roadway. This portion of the project site also includes a small portion of the former Teledyne Ryan site, at which the applicant is proposing road improvements to add a fourth lane and sidewalk to westbound Harbor Drive (Exhibit 6).

Although the proposed project site is owned by the Port, it is presently leased to the San Diego County Regional Airport Authority (Airport Authority) through the year 2068. The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego and the standard of review was the certified Port Master Plan; however, state legislation transferred authority over airport property to the newly created Airport Authority in January 2003. Thus, the San Diego International Airport is now within the Coastal Commission’s permit jurisdiction and the Chapter 3 policies of the Coastal Act are the standard of review.

B. WATER QUALITY

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project site for the rental car center and the terminal link road consist of pavement or compacted gravel, which is effectively impervious. Currently, stormwater from the 25.5-acre site is captured by several catch basins conveyed by the existing storm drain system to either a 42-inch or 60-inch storm drain pipe. The 42-inch storm drain pipe discharges into the downtown anchorage of San Diego Bay, just south of the airport. The 60-inch storm drain pipe discharges into Convair Lagoon which also flows into the San Diego Bay south of the airport. Both of these storm drains were installed by the City of San Diego, who is also responsible for maintaining them. These storm drains convey storm flows from a substantial amount of off-airport properties located north and east of Pacific Highway, with only 6% of storm water flows that utilize these drains originating from the airport.

Initially, the applicant proposed the use of a new stormwater drain force main and outfall to drain the proposed development (ref. CDP Application #6-12-065), as well as all of the northside improvements. The stormwater utility system proposed to serve the northside would consist of a 36-in. diameter reinforced concrete pipe storm drain and an outfall structure that would discharge within the Navy Boat Channel, located directly west of the airport. However, Coastal Development Permit Application #6-12-065 will be scheduled for the Coastal Commission's review at a future meeting. Therefore, the proposed development must rely on existing stormwater infrastructure.

After further consultation with staff, the applicant has confirmed that the proposed development will connect to existing infrastructure, including the 42-inch and 60-inch storm drain pipes, which is capable of serving all 25.5 acres of the proposed rental car facility, as well as the proposed internal link road. The applicant further contends that the project is not reliant on a new storm drain or outfall; however, the Airport Authority will still be pursuing a coastal development permit for a new storm drain and outfall within the Navy Boat Channel to serve all of the northside improvements.

To ensure that potential adverse impacts to water quality in the adjacent San Diego Bay are minimized, the applicant proposes to construct an onsite stormwater collection system as part of the project, including 24 catch basins, 7 bio-retention ponds, down drains connecting to lateral pipes, and self-retaining landscaped areas. Each bio-retention pond will have a floor of bio-engineered soil mix containing sandy loam topsoil, compost and fine lava rock 18-inch thick which will filter all stormwater. A 12-inch thick underdrain below the bio-soil will collect the

filtered stormwater and divert it to the site's storm drain. In addition, each bio-retention pond will have a weir overflow structure that allows storm flows that exceed the 50-year, 24-hour storm to overflow and connect to an offsite storm drain. This discharge control structure with a final flow restricting orifice plate will control the discharge rate from the site to the offsite storm drain. Flow will be restricted to 4.35 cubic feet per second (cfs) during a 25-year, 24-hour storm event and to 4.62 cfs during a 50 year, 24-hour storm event. The estimated duration of discharge for the detention basin serving the site following a 10-year storm event is 31 hours and is 23 hours for a 2-year storm event. The proposed stormwater collection system will significantly reduce stormwater flows and delay the discharge past the peak of the storm run-off.

The proposed project will replace areas that are currently entirely paved, semi-paved, or compacted gravel with paved surfaces and some new landscaped areas. The applicant proposes to add 228,683 sq. ft. of landscaped areas as part of the rental car center and 79,700 sq. ft. of landscaped areas as part of the terminal link road. Each landscaped area is designed to be self-retaining and slope inwards, away from sidewalks and curbs, to a catch basin with a riser pipe that allows some ponding before water enters into the storm drain. These landscape collection basins are also connected to conveyance drains, connected to the 7 bio-retention ponds spaced around the proposed structure and the perimeter of the site. These new landscaped areas both reduce stormwater runoff and provide opportunities that the applicant has proposed to implement low impact development (LID) features to infiltrate runoff from the impervious areas of the proposed development. **Special Condition #2** requires that all proposed landscaping be drought tolerant and native or non-invasive plant species. The proposed project has been reviewed by the Commission's water quality technical staff, who has determined that the project can proceed utilizing existing facilities, and that, as conditioned, addresses all issues pertaining to water quality.

While the applicant has submitted preliminary project plans, **Special Condition #1** requires the submission of final plans, for the review and written approval of the Executive Director, prior to the issuance of the coastal development permit, to ensure they are in substantial conformance with the approved plans. In addition, **Special Condition #3** is recommended to ensure protection and maintenance of quality of coastal waters during the construction phase. **Special Condition #4** is also recommended, requiring a final Water Quality Technical Report which identifies minimum standards to be used for BMP design, a detailed description and location of the final selected suite of BMPs for the subject project, and verification that the project will eliminate all sources of dry weather flow to the municipal storm drain system. Finally, Commission staff recommends **Special Condition #5** that requires an Operation and Maintenance Plan for the BMPs identified in the Water Quality Technical Report. These conditions will ensure any potential adverse impacts to water quality are avoided during and post construction. Therefore, the Commission finds that the development, as conditioned, conforms to Sections 30230 and 30231 of the Coastal Act.

C. BIOLOGICAL RESOURCES

Section 30240 of the Coastal Act states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

While the project site is not considered an environmentally sensitive habitat area (ESHA), the site is located in close proximity to the San Diego Bay. The proposed development (up to 66 feet in height) would be located approximately 1 mile north of the San Diego Bay, an area used by a variety of coastal birds (Exhibit 1). Development adjacent to public land and coastal waters must be designed to prevent impacts which would significantly degrade the area, so it is compatible with the continuance of the habitat, as required by Section 30240 of the Coastal Act. Section 30240 of the Coastal Act applies to the proposed project because of the threat of day and night collisions with the proposed rental car center for both migrating and non-migrating birds.

Urban sprawl and intensified urbanization have eliminated and/or degraded bird habitat around the globe; most development is concentrated along rivers, woodlands, coasts, and wetlands that birds depend on for food and shelter. Loss of habitat squeezes birds into urbanized areas where they encounter novel man-made structures. Modern urban buildings that have clear glass or reflect light during the day and are lit up at night, as well as suburban and rural buildings with windows and reflective surfaces, can present serious hazards for birds. Bird populations, which have declined from loss of habitat, are seriously threatened by the growing presence of man-made structures within their transit and migratory flight space.

Over three decades of research has documented that buildings and windows are the top killer of birds in North America^{2,3,4,5}. In the United States, an estimated 100 million to one billion birds perish each year from encounters with buildings^{6,7}. This level of bird mortality is believed to be significant enough to impact the viability of bird populations, leading to local, regional, and national declines. Bird injury or death is primarily due to two factors: 1) the apparent inability of birds to detect and avoid glass and reflective surfaces, during the day or night, and 2) the potential for artificial night lighting to attract and/or entrap foraging or migrating bird species.

² Banks, R. 1979. Human Related Mortality of Birds in the United States. USFWS. Special Scientific Report-Wildlife No. 215.

³ Ogden, L. September, 1996. Collision Course: The Hazards of Lighted Structures and Windows to Migrating Birds. A Special Report for the World Wildlife Fund, Canada and the Fatal Light Awareness Program.

⁴ Hager, S.B., H. Trudell, K.J. McKay, S.M. Crandall & L. Mayer. 2008. Bird Density and Mortality at Windows. The Wilson Journal of Ornithology. Vol. 120 (3): 550-564.

⁵ Gelb, Y. & N. Delacretaz. 2009. Windows and Vegetation: Primary Factors in Manhattan Bird Collisions. Northeastern Naturalist, Vol. 16(3): 455-470.

⁶USFWS. January 2002. Migratory Bird Mortality: Many Human-Caused Threats Afflict Our Bird Populations.

⁷ Klem, D. February 2009. Avian Mortality at Windows: The Second Largest Human Source of Bird Mortality on Earth. Proceedings of the Fourth International Partners in Flight Conference: Tundra to Tropics. 244-251.

Collisions resulting in injury or death occur anywhere that birds and windows and reflective surfaces coexist because birds do not perceive glass as an obstacle during flight or are attracted to reflections they perceive as sky or natural habitat. Daytime building collisions occur on windows and reflective surfaces of all sizes on all building types, from single-story buildings to sky scrapers; during all seasons and weather conditions; and in every type of environment, from rural and suburban settings to dense city centers. A building's threat to birds increases substantially when its windows or glass reflects nearby trees, bushes, or other potential bird habitat. Window and reflective surfaces in buildings are indiscriminate killers of birds regardless of species, size, age, sex, or migration characteristics and patterns. The amount of windows and reflective surfaces in a building is the strongest predictor of how dangerous it is to birds and most collisions end in the death of the bird, either immediately or soon after from brain injuries or predation.

Two characteristics of reflective or glazed surfaces and glass contribute to birds' inability to see them: reflection and transparency. Reflections of the sky and vegetation look no different to a bird than the real thing and lure in birds resulting in collisions. The reflective property of a surface material is referred to as reflectivity. Reflectivity is a measurement of how reflective a material is; it is a measure of the intrinsic reflectance of the surface of a material. A material's reflectivity can be reduced several ways including application of anti-reflective (AR) coatings or permanent stencils and fritting or frosting. Transparent glass is invisible to birds which collide with the glass as they attempt to fly through it toward potential perches, prey items, and other attractions inside and beyond the glass. Transparency is exacerbated in buildings with significant amounts of clear glass that have plant decorated lobbies, interior atriums, windows installed opposite each other, glass balconies, and glass corners because birds perceive such conditions as unobstructed flyways.

A number of factors contribute to a building being a hazard for birds. The factors that should be considered when determining whether to require bird safe building practices include: 1) location of the building in relation to recognized migration corridors or flyways; 2) proximity of the building to open terrestrial and aquatic foraging areas – parks, forests, rivers, streams, wetlands and ocean; 3) proximity of the building to documented stopover or roosting locations; and 4) regions prone to haze, fog, mist, or low-lying clouds. Researchers have found that combination of building characteristics, coined, “bird-hazards,” present the greatest threat to birds. These characteristics include buildings located within or immediately adjacent to open spaces with lush landscaping and with a façade of more than thirty-five percent (35%) glazing; buildings located adjacent to or near wetlands or open water and with a façade of more than thirty-five percent (35%) glazing; and buildings with ‘bird traps’ such as glass courtyards, transparent building corners, and glass balconies.

It is possible to design buildings so they are less hazardous to birds by implemented bird safe building practices. Several major cities including Toronto⁸, San Francisco⁹, Chicago¹⁰, and New

⁸ City of Toronto. March 2007. Bird Friendly Development Guidelines. City of Toronto Green Development Standard (www.toronto.ca/lightsout/)

⁹ Ibid. October 2010. City of San Francisco

¹⁰ City of Chicago. Design Guide for Bird-Safe Buildings: New Construction and Renovation.

York¹¹, have developed bird safe building guidelines, and a number of buildings in these cities have employed bird safe building practices. Bird safe building practices include specific treatments and design considerations for windows and glazed surfaces, lighting, and landscaping. Employment of these practices is proving effective; for instance, Swarthmore College renovated its Unified Science Center building using glass with a ceramic frit matrix and has measured a significant reduction in bird strikes¹².

The proposed project is characterized by several of the factors that contribute to buildings being collision hazards for birds. The site's proximity to the San Diego Bay and open coastal waters, both areas that support numerous coastal bird species, is the main factor. In addition, the area is prone to fog and mist during summers and is also located within the Pacific Flyway, a primary migratory route for birds along the western coast of the United States. In order to reduce potential for bird strikes, all new buildings, including windows and outdoor fencing, shall be required to provide bird-safe building treatments, incorporated as **Special Condition #7**. Windows shall be comprised of non-glare glass and glazing treatments shall be consistent with the standards provided for within the condition.

Another issue raised by the proposed development is potential impacts to sensitive bird species. Listed under the Federal and California State Endangered Species Act since 1972, the California least tern (*Sternula antillarum browni*, "tern") is a migratory bird species that has managed to find suitable habitat at several locations at the airport. Typically, terns prefer to nest in small, scattered clusters on natural or artificial open areas near estuaries, bays, or harbors where small fish are abundant. At the airport, terns have nested on the sand and gravel in five oval areas between the runway and airplane taxiways since 1970. To protect the terns, the airport has developed a California Least Tern Protection Program with guidelines for all airport, tenant, and contractor activities during the nesting season, including: prohibiting any activities within the least tern ovals themselves; reducing vehicle speed near the least tern ovals to 15 miles per hour; minimizing potential construction impacts by focusing lights away from the tern ovals during night-time activities and lowering any equipment having a height of 25 feet or greater at the close of each construction day to prevent predation; and properly disposing of trash and keeping outdoor trash dumpsters covered so as not to attract any least tern predators. As a result of the Airport Authority's efforts, nest numbers at the airport have gradually increased since the late 1990s and the site is considered to be one of the most productive least tern nesting sites in Southern California.

The proposed terminal link road is located adjacent to nesting habitat for the federally endangered California Least Tern however through an informal consultation with the U.S. Fish and Wildlife Service (USFWS) and Federal Aviation Administration (FAA), the applicant has redesigned the project and incorporated several mitigation measures to ensure that the proposed project will not adversely affect the tern colony. The applicant has submitted an "Analysis of Proposed Terminal Link Road Project and the California Least Tern Nesting Habitat at San Diego International Airport" that details all of the mitigation measures proposed as part of the

¹¹ Brown, H., S. Caputo, E.J. McAdams, M. Fowle, G. Phillips, C. Dewitt, & Y. Gelb. May 2007. Bird Safe Building Guidelines. New York Audubon (www.nycaudubon.org).

¹² Grasso-Knight, G. & M. Waddington. Spring 2000 Report on Bird Collisions with Windows at Swarthmore College.

project, including, but not limited to: 1) creation of 0.5 acres of suitable nesting substrate, 2) reduction in traffic on over 1,400 ft. of roadway adjacent to the nesting area, 3) removal of two, twenty-five foot light poles that serve as predator perches within 65 ft. of nesting oval 0-3S, 4) construction of a visual barrier fence to shield the nesting areas from visual disturbances, 5) an adaptive management component that allows tern monitors and wildlife agencies to determine the scale and extent of features such as the visual barrier fence, and 6) staging of the project so that elements beneficial to the tern are planned to be completed before the 2014 nesting season, and elements with potential effects are delayed until after the 2015 nesting season.

In addition, the existing guard shack and gate will be moved to the west side of the road to maximize their distance from the tern nesting areas, as human presence and disturbance is of greater concern to the tern colony than vehicle presence. As mentioned previously, the tern colony has thrived at the airport since the 1970 and has acclimated to regular vehicle and airplane traffic located directly adjacent to the nesting habitat. Currently, the existing vehicle service road is utilized by security and maintenance staff, as well as field biologists monitoring the tern colony. Given the existing use of vehicles adjacent to the colony, the short distance the proposed shuttle buses will pass by (approximately 200 linear feet), the reduction in vehicle traffic on over 1,400 linear feet of adjacent roadway as part of the terminal link road project design, and relocation of guard shack and gate to maximize the buffer to human presence, the majority of the nesting area will be subject to less adjacent traffic and disturbance than currently exists. As such, **Special Condition #6** is recommended to assure that the applicant complies with the aforementioned mitigation, as well as several other measures identified by the USFWS during the informal consultation process to protect the adjacent tern nesting habitat. In a phone call with Commission staff, USFWS staff confirmed that with the mitigation measures proposed, the proposed project is unlikely to have any negative effects on the terns. In addition, the Commission's staff ecologist has reviewed the project, as well as the proposed mitigation measures, and has concurred that the project will not result in negative impacts on the terns. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30240 of the Coastal Act.

D. PUBLIC ACCESS & TRANSPORTATION

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings...

Section 30253(d) of the Coastal Act states:

New development shall do all of the following: [...]

(d) Minimize energy consumption and vehicle miles traveled.

The purpose of the proposed rental car center and terminal link roadway is twofold – to consolidate dispersed rental car facilities into a single location alongside an improved public parking facility (relocated SAN Park Pacific Highway) and to provide access between the northern and southern portions of the airport via a secure on-airport terminal link road. Together these improvements are expected to enhance access to the San Diego International Airport, especially in terms of achieving a better north-south balance of vehicle trips. In addition, the proposed project is intended to support future public transit by developing the land use and transportation infrastructure that would better link the northern and southern portions of the airport in a location near the regional Intermodal Transportation Center (ITC) envisioned by the San Diego Association of Governments (SANDAG) near the northeast end of the airport along Pacific Highway.

The San Diego International Airport is located just inland of North Harbor Drive, the major coastal access route along San Diego Bay's shoreline. Thus, increased traffic to, from, and around the airport could significantly impact the ability of the general public to access the shoreline. The Airport Authority proposes the implementation of shuttle service to and from the passenger terminals via common use shuttle buses that would utilize the proposed terminal link road for access. Currently, there are 17 rental car companies with approximately 86 shuttles or buses that serve the airport terminals via the various roadways surrounding the airport; however, the proposed project would result in a reduction of these shuttles to approximately 20 total alternative fuel shuttles. The consolidation of the rental car companies within one center would use a consolidated shuttle bus that is expected to reduce congestion throughout the airport at the terminal curb fronts serving both departing and arriving passengers. During extremely high-traffic periods, improving internal airport circulation would reduce congestion on North Harbor Drive and arterial roads. Further, these consolidated shuttles would use the proposed on-airport terminal link road; thereby, reducing vehicular traffic along North Harbor Drive and Laurel Street, both of which have substantial traffic volumes.

Additionally, the proposed project may have a positive impact on circulation within the airport, as the terminal road project consists of the construction of an additional fourth lane on a section of westbound North Harbor Drive on the former Teledyne Ryan site, as well as landscaping improvements and the addition of a pedestrian sidewalk (Exhibit 6). Currently, there are three westbound lanes on this portion of North Harbor Drive, which become severely impacted during peak periods; therefore, the proposed fourth lane will serve to reduce traffic and congestion on this major coastal accessway. To avoid any potential adverse impacts during construction of this portion of the project, Commission staff recommends **Special Condition #9** that would require the applicant to prepare and submit a Staging Area and Public Access Plan for the review and written approval of the Executive Director. The primary provision of this plan is that lane closures on North Harbor Drive shall be avoided, to the greatest extent feasible. However, if lane closures are unavoidable, then no work that will result in lane closures on North Harbor Drive shall occur during the daytime, nor weekends or holidays between Memorial Day weekend

and Labor Day of any year. As such, any potential impacts to traffic along Harbor Drive would be minimized.

Further, there are several rental car facilities that lease land from the Port Authority that are in close proximity to the San Diego Bay. Avis, Hertz, National, Budget, Dollar and Thrifty are six of the eleven rental car companies anticipated to relocate to the rental car center that are currently within the coastal zone on state tidelands. The relocation of these rental car companies within one complex would make this land available for other, potentially more coastal-dependent uses. However, staff notes that any proposed uses would still require review by the San Diego Port Authority.

While the subject coastal development permit application is for the construction of parking and rental car facilities, an Airport Transit Plan has been prepared by the applicant under the oversight of the Airport Transit/Roadway Committee, with staff from all of the regional transportation agencies, to document efforts to improve transit linkages and ensure the provision and/or extension of public transit service to the airport. Planned service and capital improvements for transit service in the vicinity of San Diego International Airport, as well as an analysis of the local and regional transit service to the airport are addressed as part of this study. Transit improvements recommended in the Transit Plan include short-term (within 1-3 years), mid-term (3-5 years) and long-term (5 or more years) improvements.

The Commission is strongly supportive of these transit planning efforts, and in particular, efforts to provide airport bus and/or shuttle service for the public from the Old Town Transit Center and/or park and ride type shuttle stops at trolley stations located inland of Pacific Highway, between the Old Town Station and the Santa Fe Station (where the existing public bus stops). Allowing the public to access an airport shuttle or an MTS bus from these locations would be a significant improvement in transit airport access for the public. The proposed development, as well as the northside improvements as a whole, is in close proximity to the aforementioned transit stops.

To ensure that public access is protected and enhanced, and that vehicle miles traveled are reduced, **Special Condition #8** requires the applicant to create and implement a Transportation Demand Management (TDM) Program for the northside improvements. This program will be designed to help ensure critical transit linkages are provided as part of the new development, including an on-demand shuttle service from adjacent public transit stops to the rental car center for rental car customers and restaurant customers, as well as the provision of detailed information to rental car customers and restaurant customers regarding the on-demand shuttle service to promote its use; and transit pass subsidies and/or incentives for employees of the rental car center. An on-demand shuttle service will allow the public to access the rental car center through the use of public transportation.

The TDM Program also requires inclusion of an annual status report, commencing after the first year of operations for the rental car center, documenting the applicant's coordination efforts with regional stakeholders, including City of San Diego, MTS, and SANDAG, to add and/or improve mass transit linkages to the airport for airport employees and airport users. This status report will include, at a minimum, the following items: 1) an evaluation of progress made with MTS

and SANDAG or by the applicant in the development and construction of a future Intermodal Transit Center, to the north of the rental car center that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free bus shuttle service to the airport; 2) an evaluation of progress made with MTS or by the applicant in providing a direct airport bus or shuttle from the Old Town Station for the use of airport visitors; 3) an evaluation of the progress made with MTS or by the applicant in adding direct airport bus or shuttle linkages to the airport from the existing trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station; and 4) an evaluation of progress made with MTS in expanding MTS direct bus service to the airport. Public mass transit linkages to the north side of the airport, and the airport as a whole, will be added and/or enhanced by these efforts, resulting in a reduction in vehicle miles traveled and congestion on major coastal accessways such as North Harbor Drive. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30252 and 30253 of the Coastal Act.

E. VISUAL RESOURCES

Section 30251 of the Coastal Act states, in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...

The proposed project site is a relatively flat, open area that is either paved or compacted gravel. There is no existing vegetation or landscaping on the site. A portion of the site is currently used as a long term airport parking lot (SAN Park Pacific Highway) and the other portion of the site is used for overflow storage of rental car vehicles and truck staging for the San Diego Convention Center. Surrounding development includes Pacific Highway to the north, Sassafras Street and Interstate-5 on ramp to the east, the general aviation facility (ref. CDP #6-12-088) to the southeast, and runway and other airport facilities to the south and west (Exhibit 2). Staff notes that the site directly west is proposed to be the site for the relocated SAN Park Pacific Highway parking lot (ref. CDP #6-13-0245), also on the agenda for the August 2013 Commission meeting (Exhibit 3).

Presently, there are no utilities or structures located at the proposed project site for the rental car center; however, the site was previously developed with the former General Dynamics facility. The former facility consisted of 5 buildings that ranged in height from 25 feet to 63 feet. Based on historic aerials, these buildings were located approximately in the same footprint as the proposed rental car center, directly adjacent to Pacific Highway starting at Washington Street and extending south past Sassafras Street (Exhibit 5). However, in 1997 all of these structures were decontaminated and demolished, opening up views of the San Diego Bay and skyline to motorists traveling southbound on Pacific Highway, the on-ramp from Pacific Highway to Interstate-5, and Interstate-5.

The applicant has conducted a Visual Analysis to identify any potential adverse impacts to public views. As part of this analysis, view simulations depicting “before” and “after” views were prepared from nine locations with key views of coastal resources, including the San Diego Bay and the downtown San Diego skyline. These view locations include the public streets of the residential neighborhoods to the east; Interstate-5 freeway; and the adjacent local streets fronting the proposed rental car center (Exhibit 4). In addition, three site cross-sections were prepared to verify height elevations along three primary views: southbound I-5, on-ramp to southbound I-5, and view from Pacific Highway north of Sassafras intersection.

Based on the submitted Visual Analysis and site cross-sections, the project will have partial view impacts, including minor obstruction of views of the San Diego Bay from I-5 southbound (Visual Simulation 2) and I-5 southbound on-ramp (Visual Simulation 8); and of the downtown skyline from Pacific Highway and Washington Street (Visual Simulation 7) (Exhibit 5). As motorists traveling southbound on I-5 or Pacific Highway approach the proposed rental car center, views of the San Diego Bay and downtown skyline would be partially blocked; however, due to the accelerated speed limits on these roadways (posted speed limit of 65 miles per hour on I-5 and 45 miles per hour on Pacific Highway), view interruption would be very brief. Furthermore, these views would not be inconsistent with the views available from the 1920s to mid-1990s across the former General Dynamics site.

While the maximum height (66 ft.) of the proposed rental car center is greater than the maximum height of the previous development (63 ft.), the applicant has designed the center to avoid a “walled off” effect indicative of the previous General Dynamics facility, as well as reduced the height and size of the original proposal. The originally proposed rental car center described in the adopted San Diego International Airport Master Plan and related Final Environmental Impact Report was planned to be a larger and taller structure – a 3.3 million sq. ft. facility with seven floors; however, it has since then been significantly reduced in both size and height. Based on a site visit conducted by Commission staff, it is apparent that the proposed rental car center will be visible from adjacent public roadways, including Pacific Highway, the on-ramp from Pacific Highway to Interstate-5, and Interstate-5, but the views will be consistent with those previously available. Thus, while there will be some minor interruption of public views for motorists at the above cited vantages, the impacts will be brief and will not result in significant impacts on public views.

With regard to the proposed terminal link road, since this portion of the project is essentially a conversion of an existing vehicle service road to a terminal link road, connecting the northside improvements with the airport terminals, the use will remain the same and not result in any impacts to visual resources. The applicant proposes to construct a visual barrier fence to shield the adjacent least tern nesting areas from visual disturbances, mainly headlights of shuttle buses using the road at nighttime; however, this fence will be installed on airport property and will not be visible from any public viewing areas or roadways, including Harbor Drive. Additionally, the addition of 79,700 sq. ft. of landscaping is proposed as part of the terminal link road to create an informal, pedestrian viewing area.

The proposed project will include the addition of approximately 5.25 acres of landscaped areas that will reduce visibility of the site and help soften view impacts. This landscaping will include the provision of trees along the Pacific Highway frontage to help reduce the visibility of the building and help break up the façade of the building. Therefore, Commission staff recommends **Special Condition #2** requiring that all proposed landscaping be drought-tolerant and native or non-invasive plant species. As proposed, no significant impacts to views or scenic coastal areas will occur. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

F. LOCAL COASTAL PLANNING

The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego and the standard of review for coastal development permits was the certified Port Master Plan. However, state legislation which took effect in January 2003 transferred authority over airport property to the newly created San Diego County Regional Airport Authority. Thus, the San Diego International Airport is now within the Commission's permit jurisdiction. Although the Airport is not anticipated to be subject to a LCP, approval of this project, as conditioned, will not prejudice the preparation of a LCP consistent with the requirements of Chapter Three. As discussed above, the proposed project is consistent with Chapter 3 policies of the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's Code of Regulations requires Commission approval of coastal development permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing water quality, the use of drought-tolerant and native or non-invasive plant species, protection of coastal birds, and transportation demand management measures will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

Analysis of Proposed Terminal Link Road Project and the California Least Tern Nesting Habitat at San Diego International Airport, prepared by Kevin B. Clark, Wildlife Biologist; Final Supplemental Environmental Impact Report, SDCRAA #EIR-10-01, State Clearinghouse No. 2005091105, Airport Master Plan, San Diego International Airport, dated August 2011; Final Environmental Impact Report, SDCRAA #EIR-06-01, State Clearinghouse No. 2005091105, Airport Master Plan, San Diego International Airport, dated April 2008; Airport Transit Plan; San Diego County Regional Airport Authority Air Quality Management Plan dated November 2009, Coastal Development Permit #6-09-015, Coastal Development Permit #6-12-014, Coastal Development Permit #6-12-088, Coastal Development Permit #6-13-0245

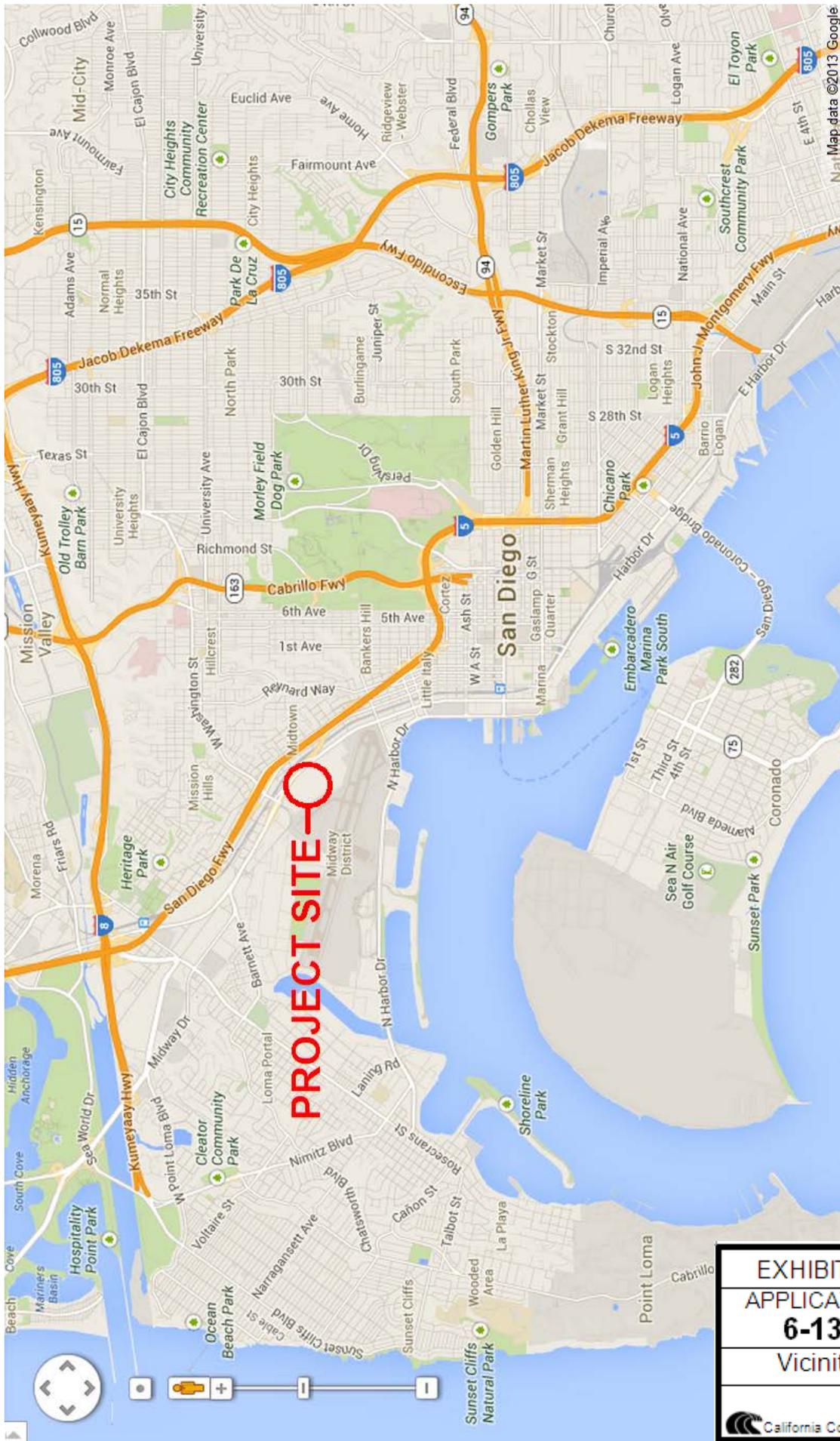
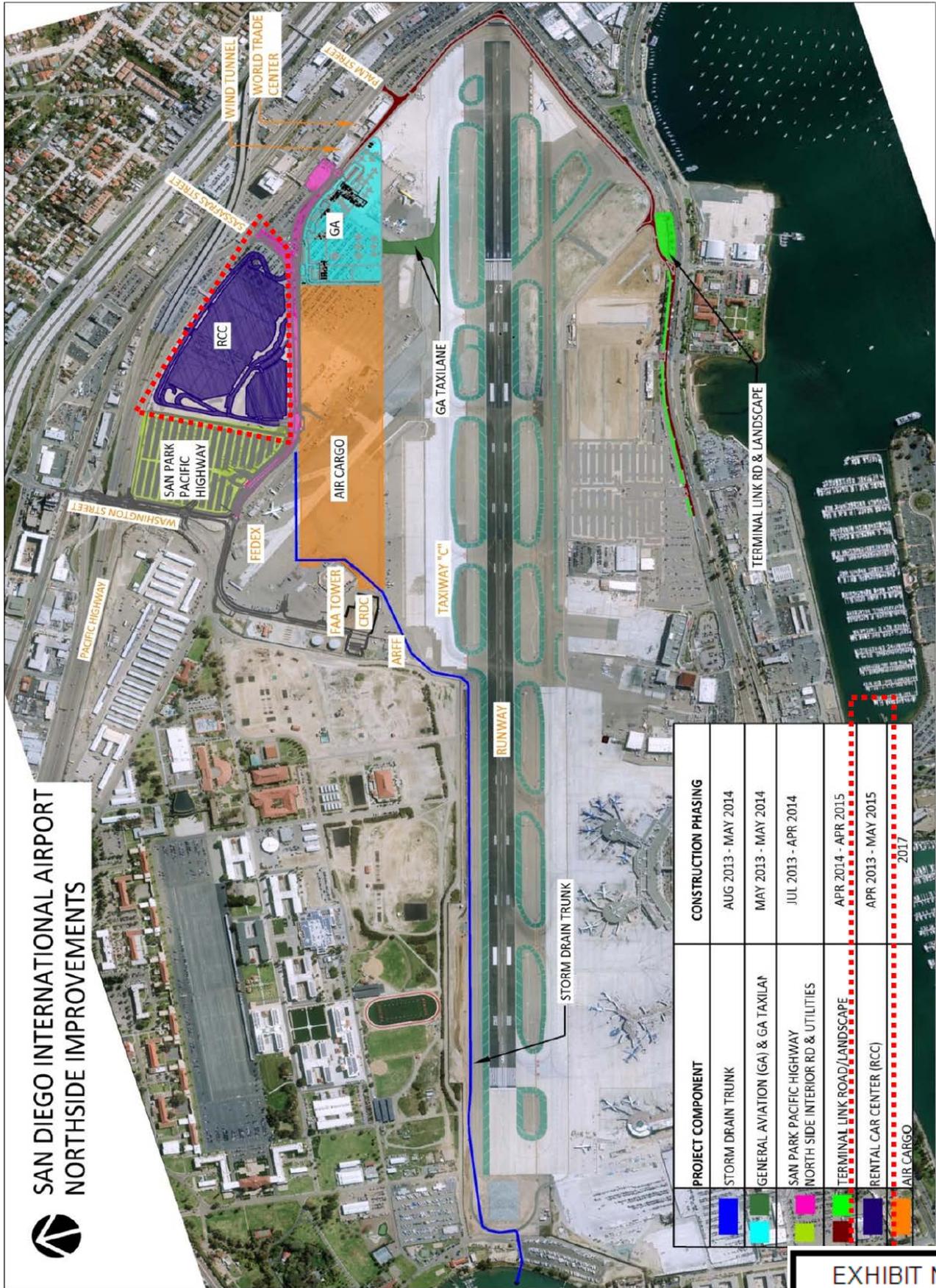


EXHIBIT NO. 1
APPLICATION NO.
6-13-011
Vicinity Map
 California Coastal Commission



<p>EXHIBIT NO. 2</p> <p>APPLICATION NO.</p> <p>6-13-011</p> <p>Aerial Map</p> <p> California Coastal Commission</p>
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**SAN DIEGO INTERNATIONAL AIRPORT
NORTHSIDE IMPROVEMENTS**



PROJECT COMPONENT	CONSTRUCTION PHASING
STORM DRAIN TRUNK	AUG 2013 - MAY 2014
GENERAL AVIATION (GA) & GA TAXILAN	MAY 2013 - MAY 2014
SAN PARK PACIFIC HIGHWAY NORTH SIDE INTERIOR RD & UTILITIES	JUL 2013 - APR 2014
TERMINAL LINK ROAD/LANDSCAPE	APR 2014 - APR 2015
RENTAL CAR CENTER (RCC)	APR 2013 - MAY 2015
AIR CARGO	2017

EXHIBIT NO. 3
APPLICATION NO.
6-13-011
Airport Master Plan

VISUAL SIMULATIONS

**KEY PLAN
LEGEND**

Key View Photo Location

General Direction of View

- 1.- I-5 Southbound
- 2.- I-5 Southbound
- 3.- I-5 Southbound
- 4.- California St. near Henry
- 5.- Sassafras & State
- 6.- Redwood & Columbia
- 7.- Pacific Highway & Washington
- 8.- Pacific Highway Southbound
- 9.- Pedestrian Bridge at W. Palm & India

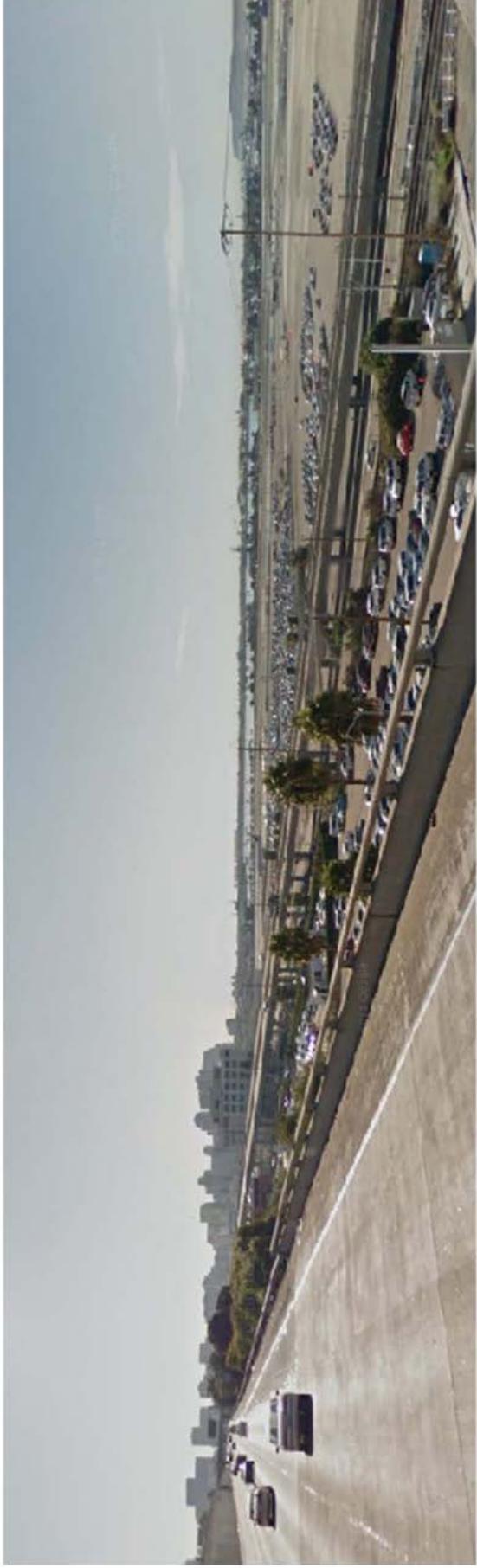


EXHIBIT NO. 4
APPLICATION NO.
6-13-011
Visual Analysis
 California Coastal Commission

VISUAL SIMULATION 1

Before View

Location: I-5 Southbound #1



After View

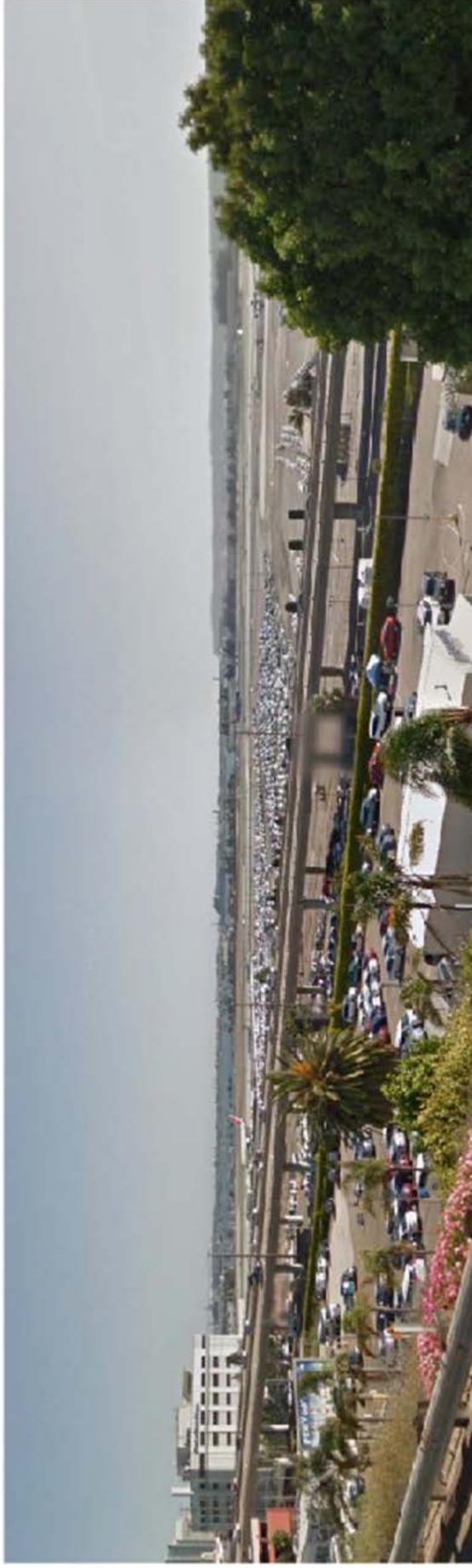
Location: I-5 Southbound #1



VISUAL SIMULATION 2

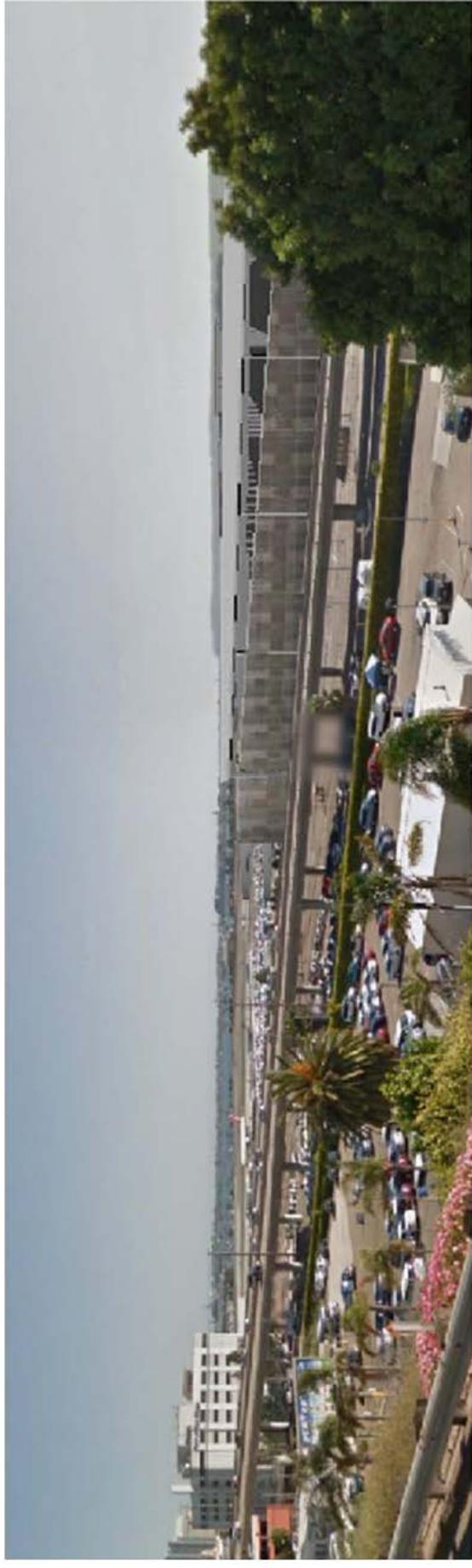
Before View

Location: I-5 Southbound #2



After View

Location: I-5 Southbound #2



VISUAL SIMULATION 3

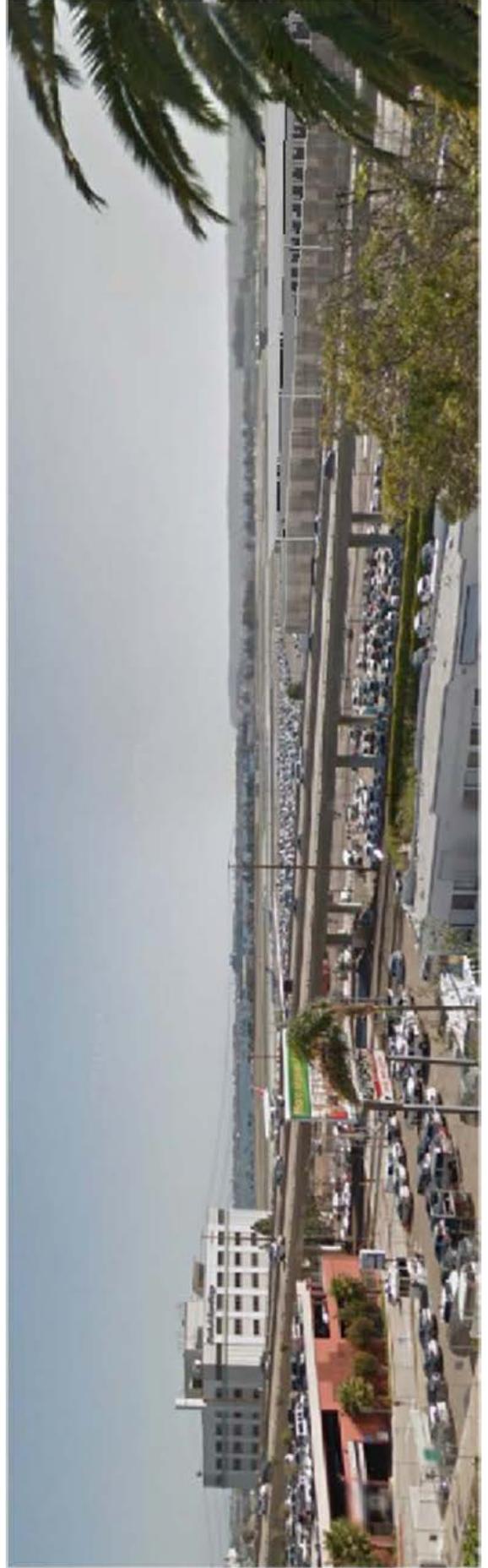
Before View

Location: I-5 Southbound #3



After View

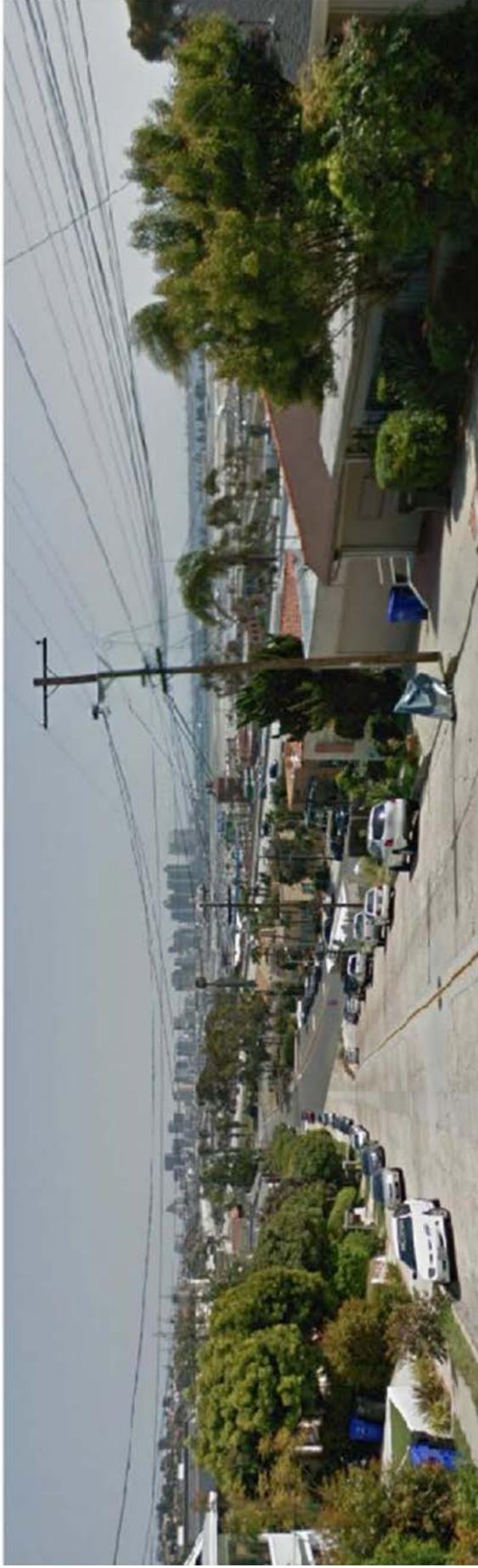
Location: I-5 Southbound #3



VISUAL SIMULATION 4

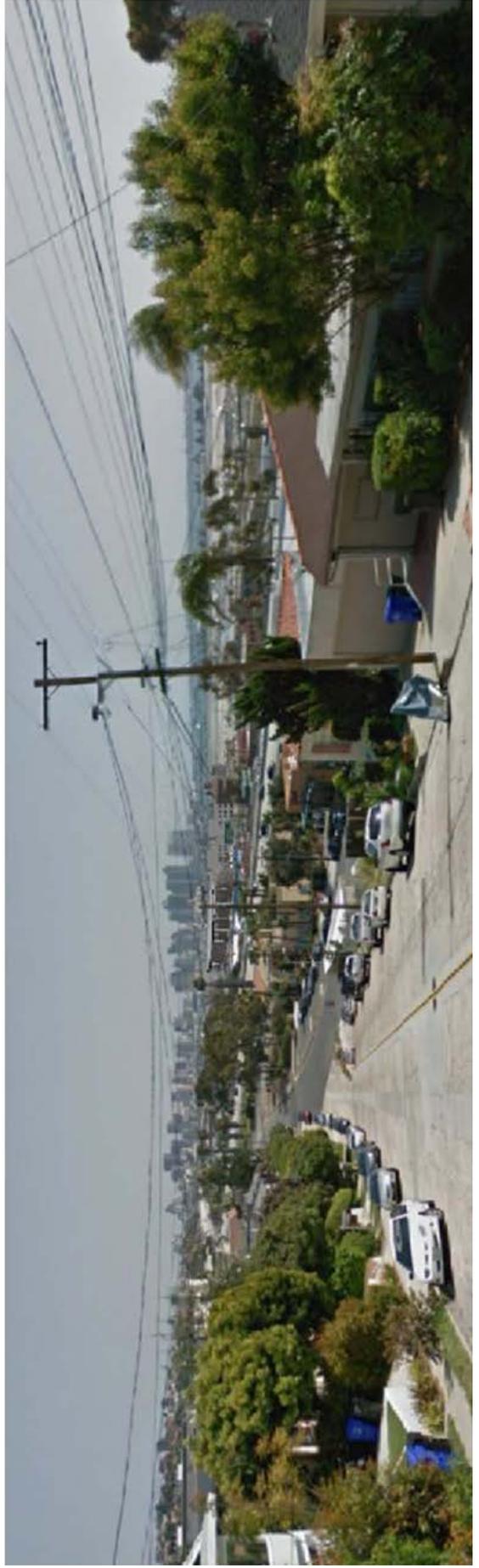
Before View

Location: California St. near Henry



After View

Location: California St. near Henry



VISUAL SIMULATION 5

Before View

Location: Sassafras & State



After View

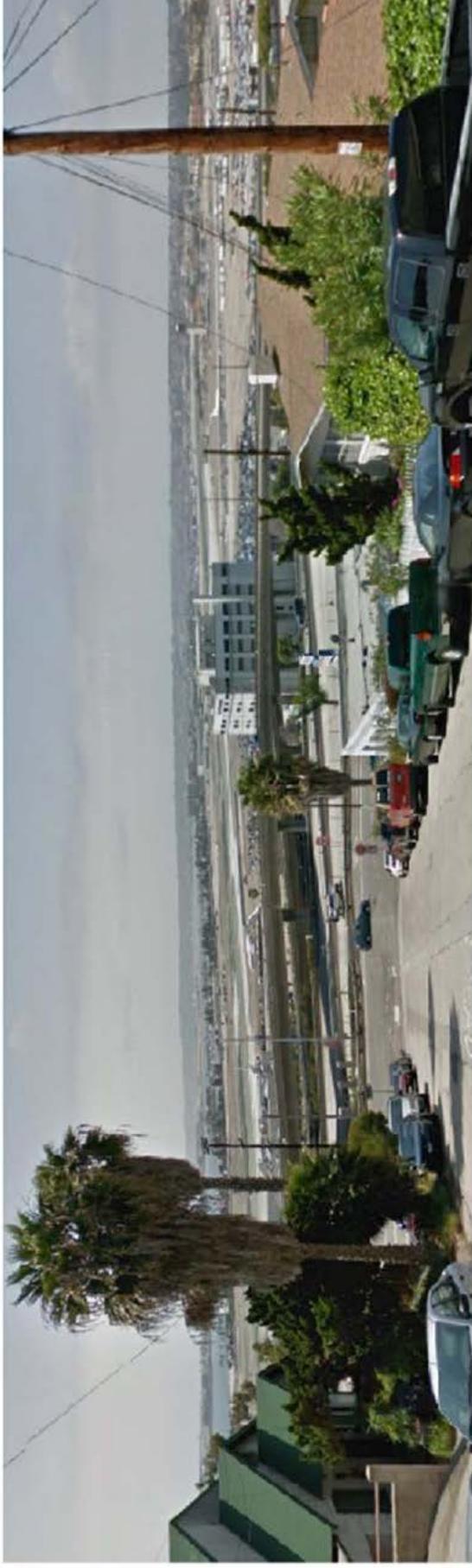
Location: Sassafras & State



VISUAL SIMULATION 6

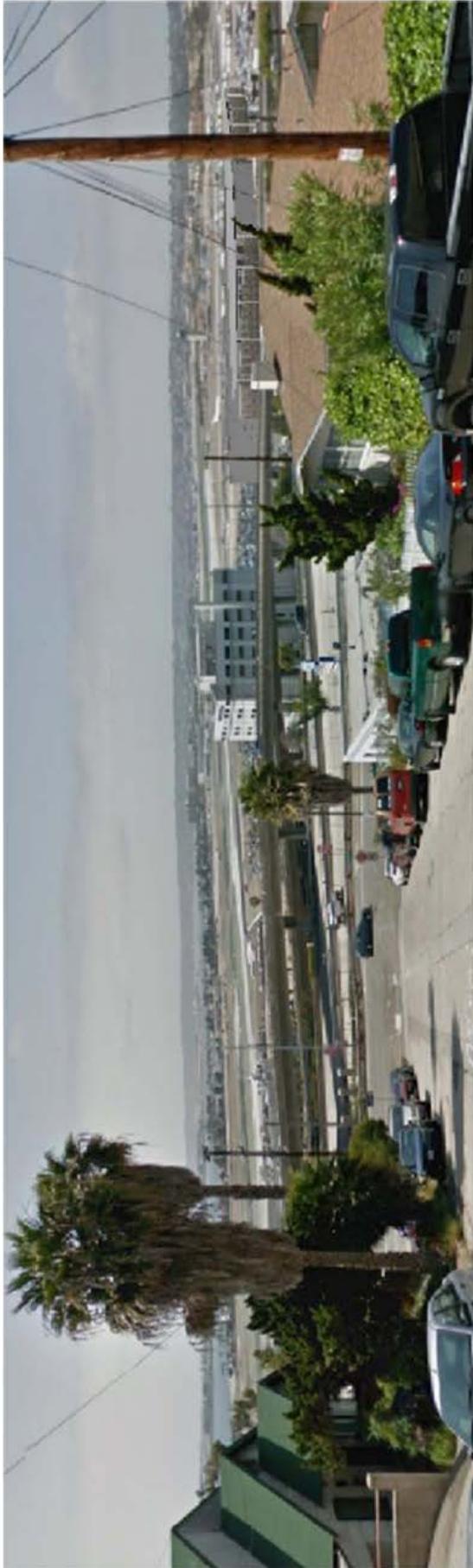
Before View

Location: Redwood & Columbia



After View

Location: Redwood & Columbia



VISUAL SIMULATION 7

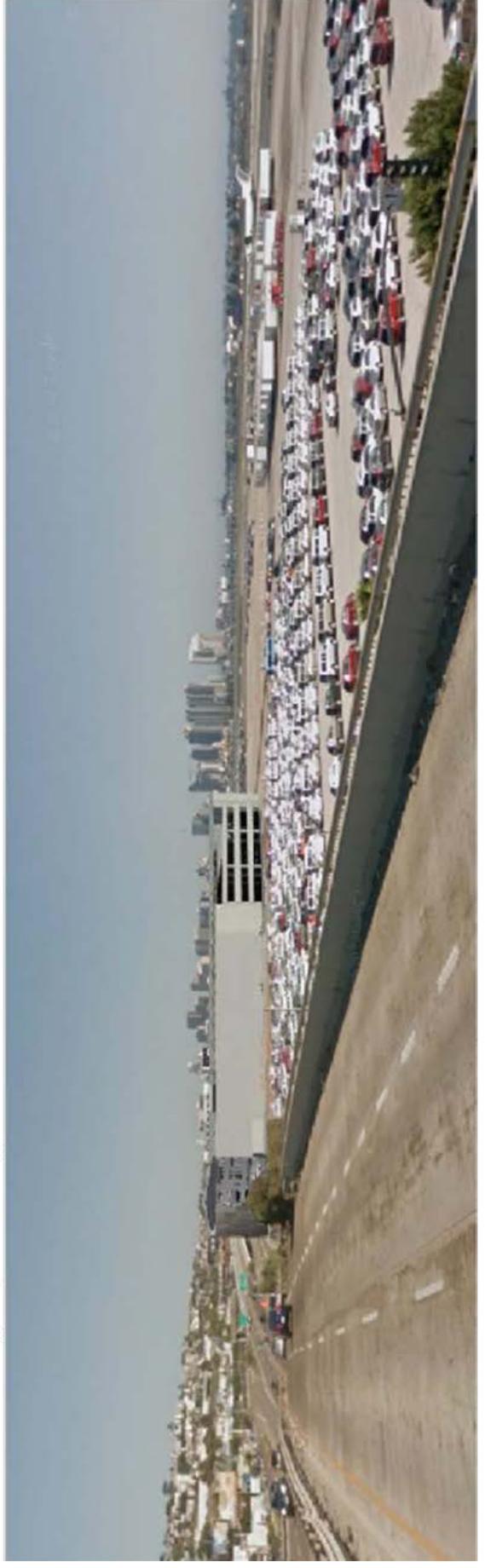
Before View

Location: Pacific Highway & Washington



After View

Location: Pacific Highway & Washington



VISUAL SIMULATION 8

Before View

Location: Pacific Highway Southbound #2



After View

Location: Pacific Highway Southbound #2



VISUAL SIMULATION 9

Before View

Location: Pedestrian Bridge at W. Palm & India



After View

Location: Pedestrian Bridge at W. Palm & India



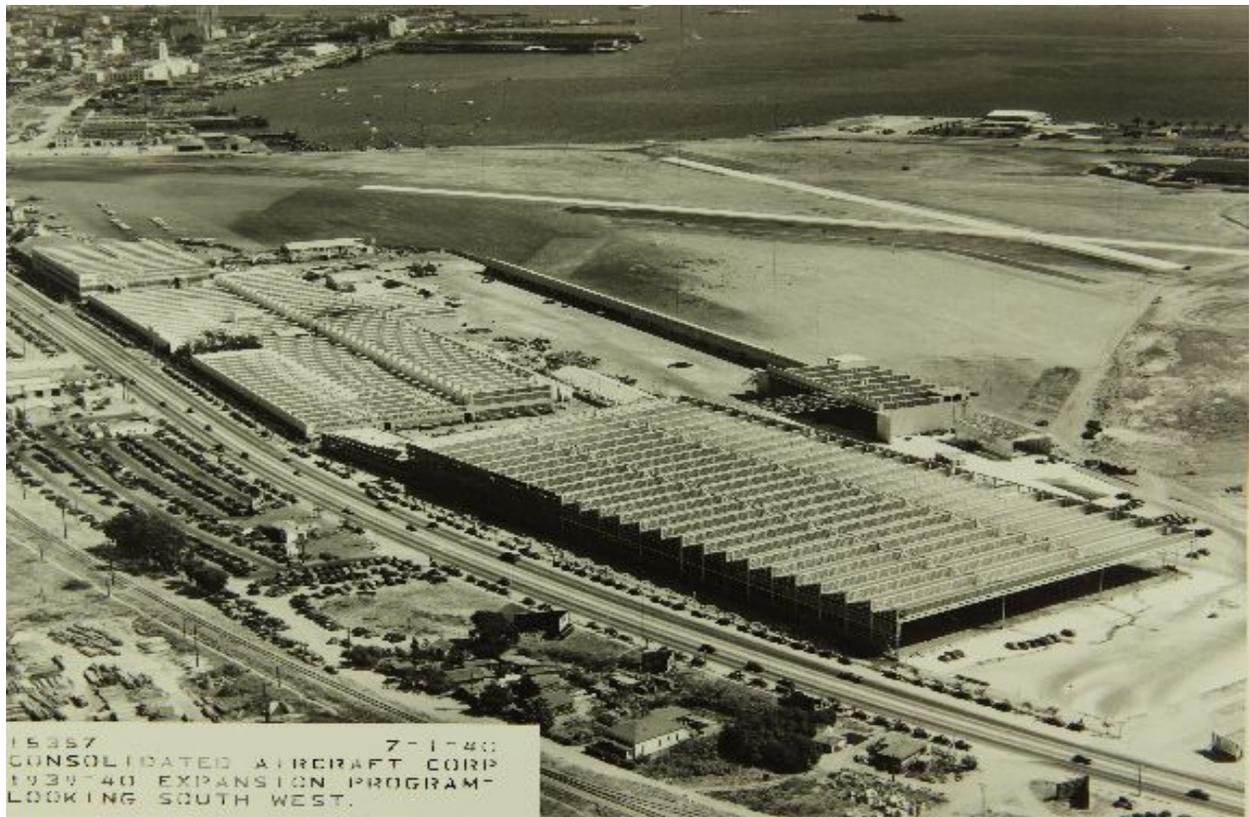
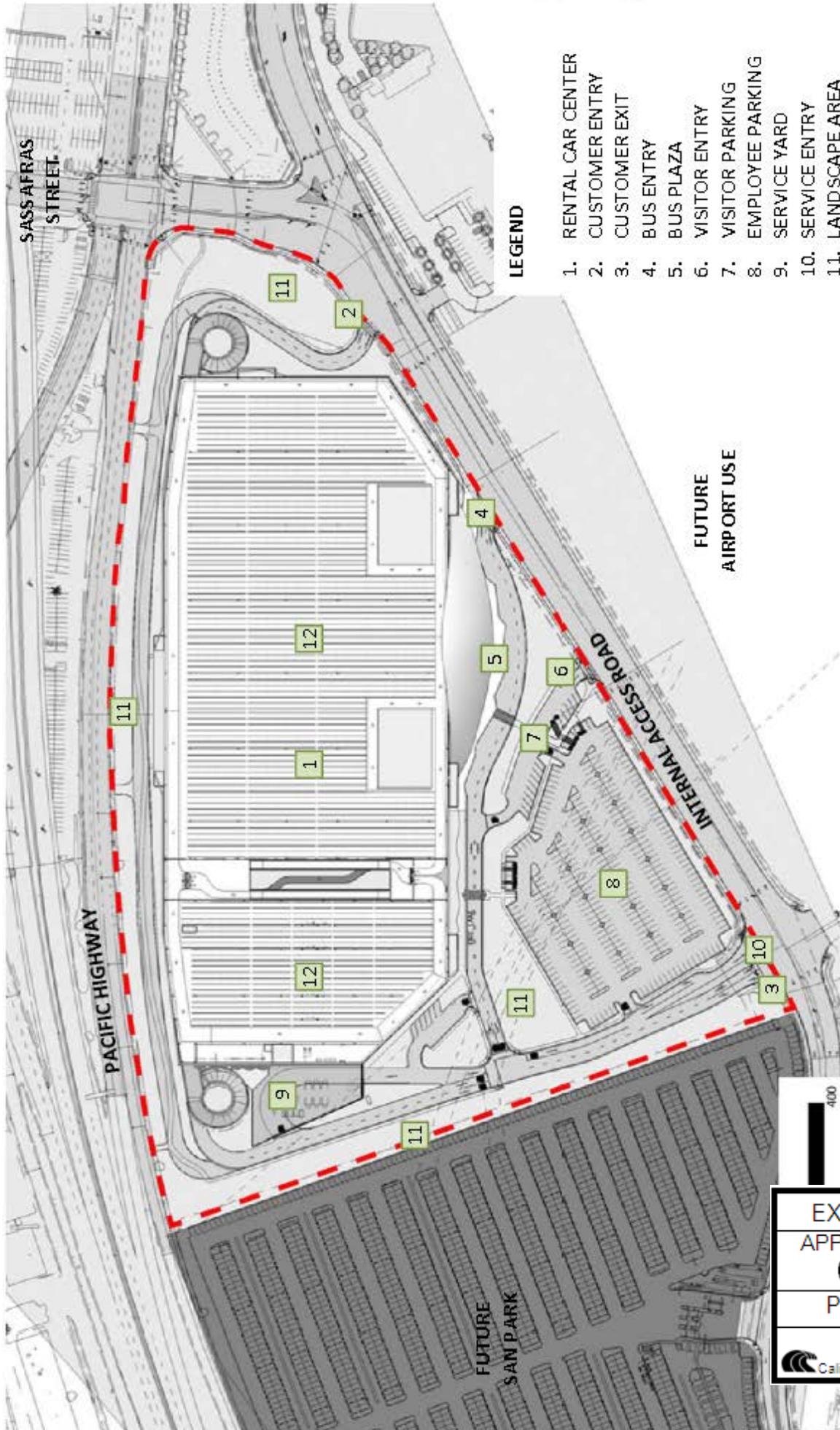


EXHIBIT NO. 5
APPLICATION NO.
6-13-011
Historic Aerials
 California Coastal Commission

ARCHITECTURAL SITE PLAN



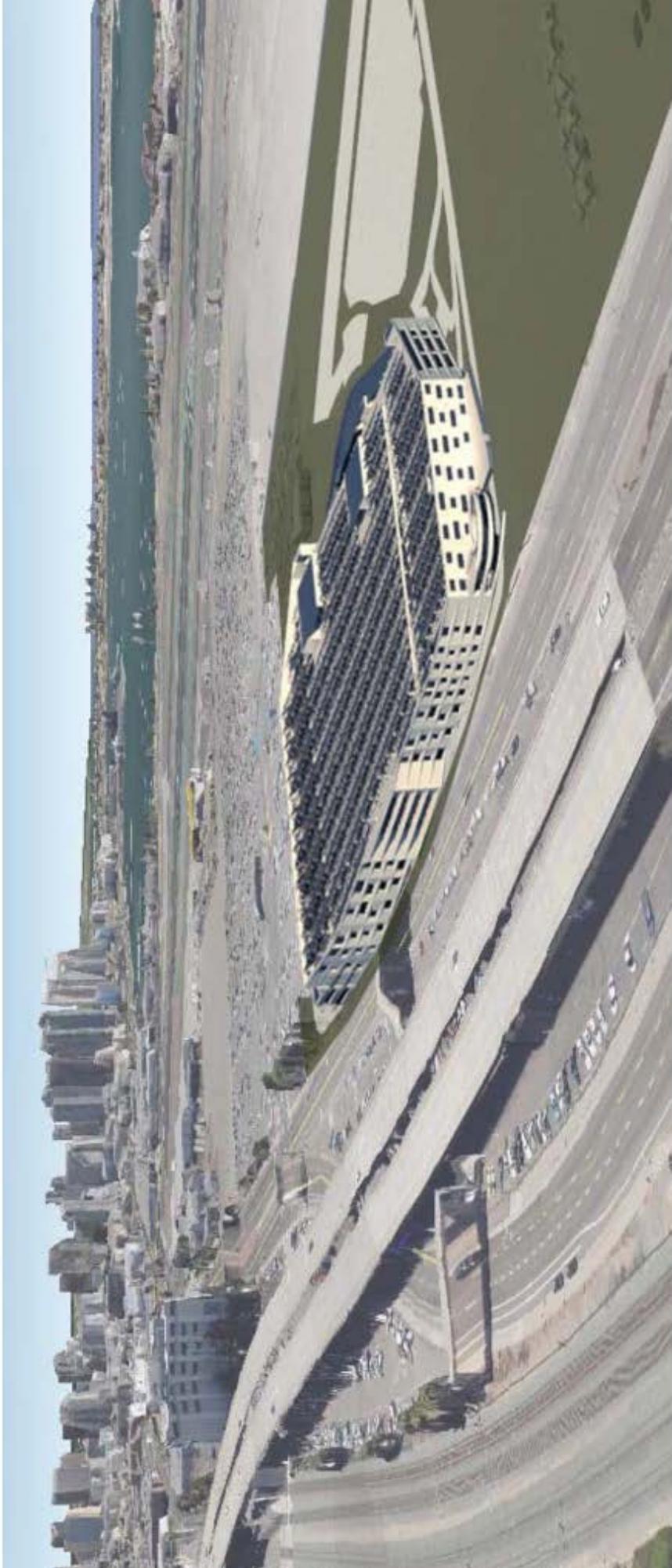
LEGEND

- 1. RENTAL CAR CENTER
- 2. CUSTOMER ENTRY
- 3. CUSTOMER EXIT
- 4. BUS ENTRY
- 5. BUS PLAZA
- 6. VISITOR ENTRY
- 7. VISITOR PARKING
- 8. EMPLOYEE PARKING
- 9. SERVICE YARD
- 10. SERVICE ENTRY
- 11. LANDSCAPE AREA
- 12. PHOTOVOLTAIC SYSTEM

EXHIBIT NO. 6
APPLICATION NO.
6-13-011
Project Plans
California Coastal Commission

PERSPECTIVE VIEWS

AERIAL VIEW FROM NORTH



PERSPECTIVE VIEWS

AERIAL VIEW FROM NORTH



PERSPECTIVE VIEWS

VIEW OF NORTH FAÇADE



PERSPECTIVE VIEWS

VIEW OF CUSTOMER ARRIVAL AREA FROM SOUTH



SOUTH FAÇADE



SW VIEW WITH LEVEL 3 RESTAURANT

Approximate evening lighting



Improvements Rental Car Center
County Regional Airport Authority

ARCHITECTURE

Coastal Commission Submittal
Date: May 10, 2013

SOUTH FAÇADE

SE VIEW WITH LEVEL 3 RESTAURANT

Approximate evening lighting



RENDERED EXTERIOR ELEVATIONS

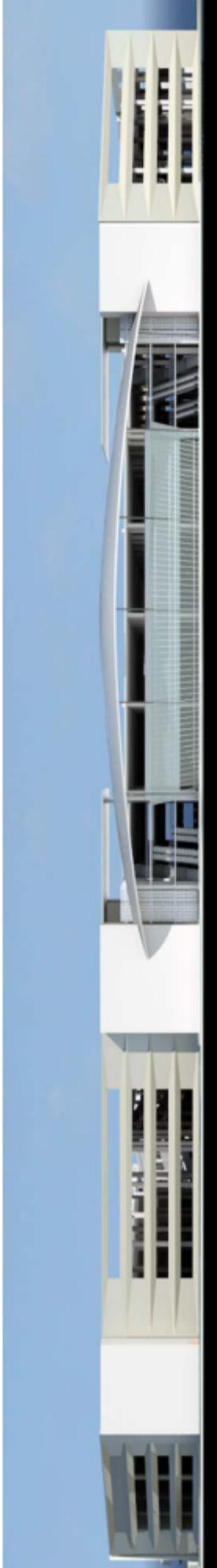


NORTH ELEVATION



WEST ELEVATION

RENDERED EXTERIOR ELEVATIONS



SOUTH ELEVATION



EAST ELEVATION

SOUTH FAÇADE

SOUTH ELEVATION



Level 3 Restaurant



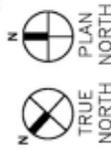
Level 3 Restaurant

Landscape Concept Plan

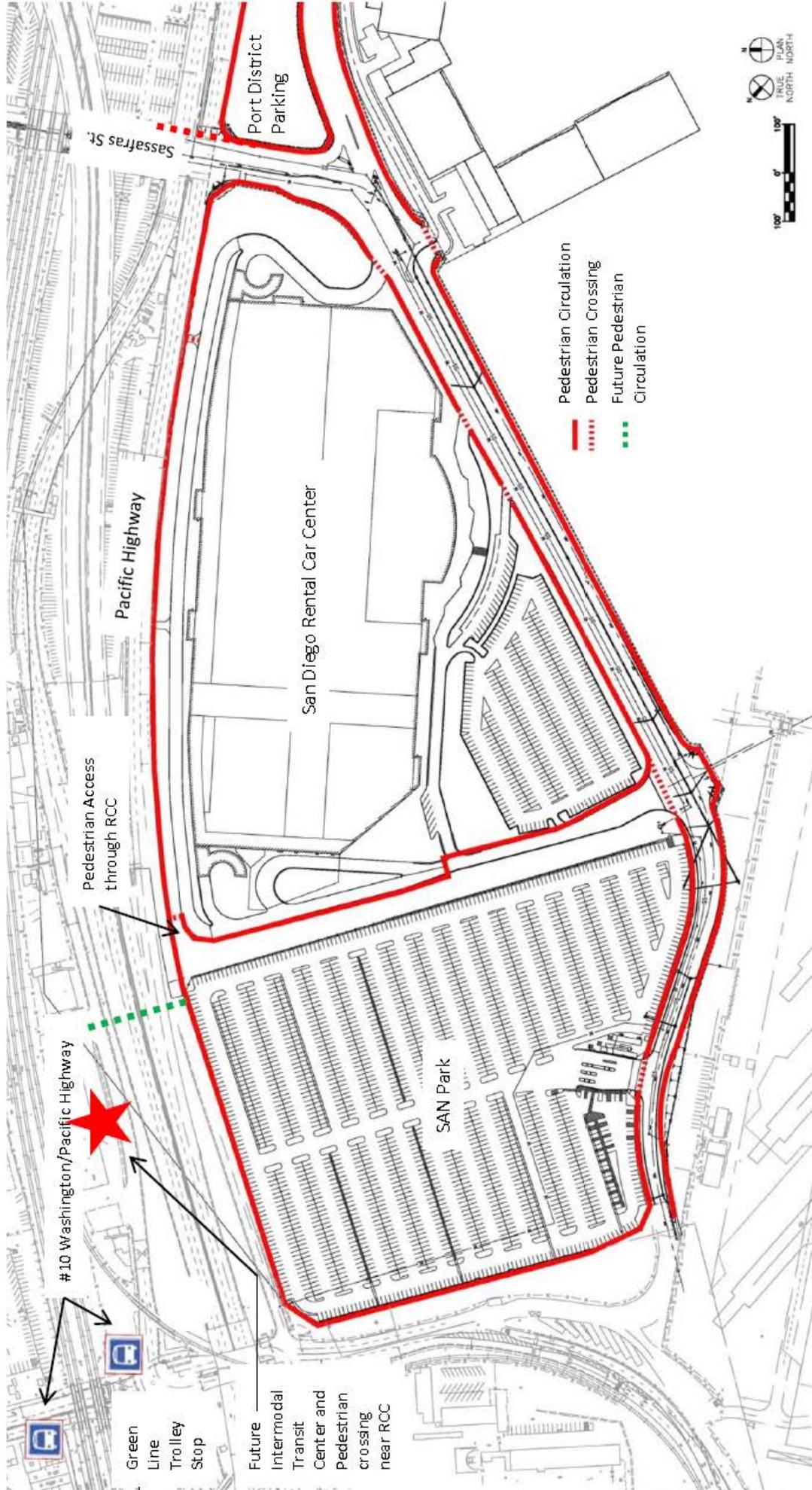


Legend:

- 1. RCC Theme Palm tree - *Phoenix dactylifera*
- 2. SDIA Theme Tree - *Pinus torreyana*
- 3. SDIA Entry wall with signage
- 4. SDIA Entry specialty paving
- 5. Streetscape tree - *Washingtonia filibusta*
- 6. Pedestrian path within emergency access lane
- 7. Bioswale tree - *Platanus racemosa*
- 8. Bioswale with cobble and accent planting
- 9. RCC Entry specialty paving
- 10. Employee patio
- 11. Parking
- 12. Flowering accent tree
- 13. Section One - p. 41
- 14. Section Two - p. 41



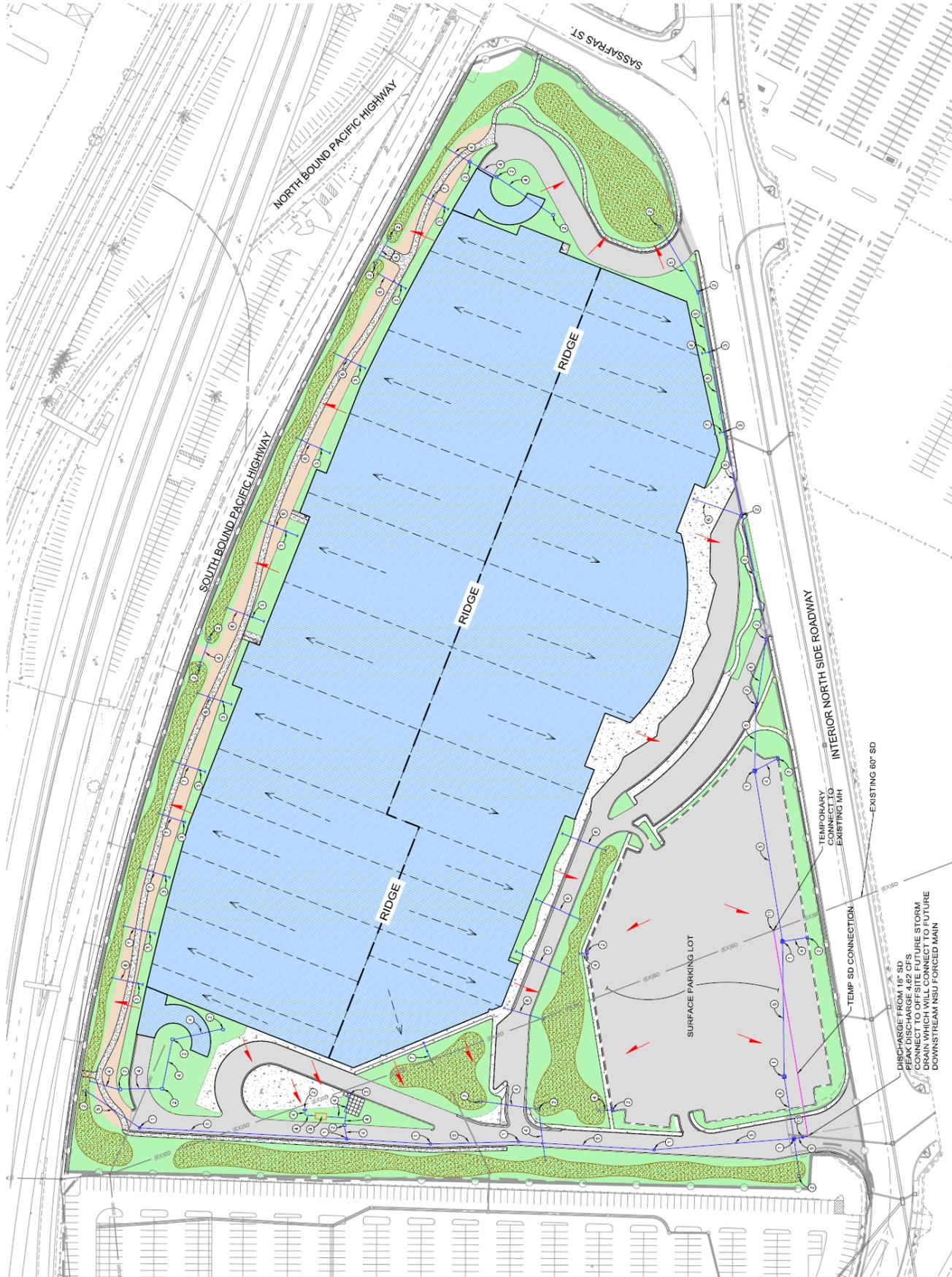
PEDESTRIAN ACCESS AND TRANSIT PLAN





- LEGEND**
- RENTAL CAR CENTER
 - GRASSCRETTE
 - AC PAVEMENT
 - CONCRETE HARDSCAPE
 - SURFACE FLOW DIRECTION
 - BUILDING SURFACE DIRECTION
 - LANDSCAPE
 - LANDSCAPE WITH BIO-RETENTION SWALE
 - EXISTING STORM DRAIN LINE
 - PROPOSED STORM DRAIN LINE
 - TEMPORARY STORM DRAIN LINE
- DRAINAGE FEATURES**
- 1 MANHOLE
 - 2 INLET
 - 3 LANDSCAPE INLET
 - 4 12" RCP PIPE
 - 5 18" RCP PIPE
 - 6 10" PVC PIPE
 - 7 12" PVC PIPE
 - 8 8" PVC PIPE
 - 9 OIL WATER SEPARATOR
- PERMANENT POINT OF CONNECTION TO OFFSITE STORM DRAIN AND NSU FORCEMAIN**
- TEMPORARY POINT OF CONNECTION TO EXISTING 60" STORM DRAIN**

- NOTES:**
- TOTAL SQUARE FOOTAGE OF BIORETENTION SWALES ESTIMATED AT 35,046SF
 - TYPICAL DEPTH OF BIORETENTION SWALES AT 50-YEAR EVENT CAPACITY IS 4" WITH A 212,000CF VOLUME
 - ALL BIORETENTION SWALES WILL DRAIN IN LESS THAN 24 HOURS



GRAPHIC SCALE

PROJECT	SAN DIEGO INTERNATIONAL AIRPORT
DATE	28 JAN 2023
SCALE	1" = 30'
SHEET	1 OF 1
PROJECT NO.	2021000000
DATE	28 JAN 2023
BY	
CHECKED	
APPROVED	
DATE	

DESIGNED BY	DWA
DRAWN BY	DWA
CHECKED BY	DWA
APPROVED BY	
DATE	

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

PROJECT NO.	2021000000
DATE	28 JAN 2023
BY	
CHECKED	
APPROVED	
DATE	

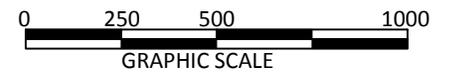
DISCHARGE FROM 18" SD
 PEAK DISCHARGE 4.42 CFS
 CONNECT TO OFFSITE FUTURE STORM
 DRAINAGE SYSTEM AT FUTURE
 DOWNSTREAM NSU FORCED MAIN



LEGEND

-  PROPOSED LANDSCAPING
-  PROPOSED ROADWAY
-  PROPOSED SIDEWALK

SAN DIEGO INTERNATIONAL AIRPORT TERMINAL LINK ROAD PROJECT OVERVIEW



**SAN DIEGO
INTERNATIONAL
AIRPORT**



PACIFIC HIGHWAY

NEW FBO PROPERTY

LEAST TERN NESTING AREAS TYP.

NORTH HARBOR DRIVE

USCG ACCESS

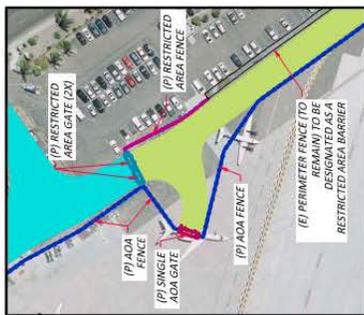
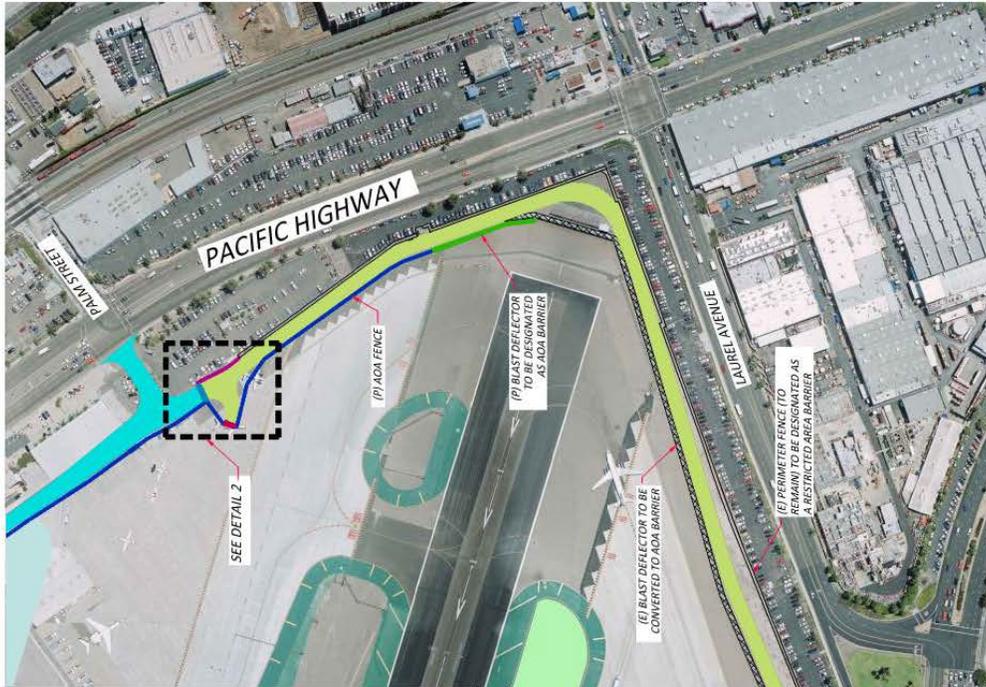
FORMER TDY ACCESS

RENTAL CAR ACCESS ROAD

PALM STREET

LAUREL AVENUE

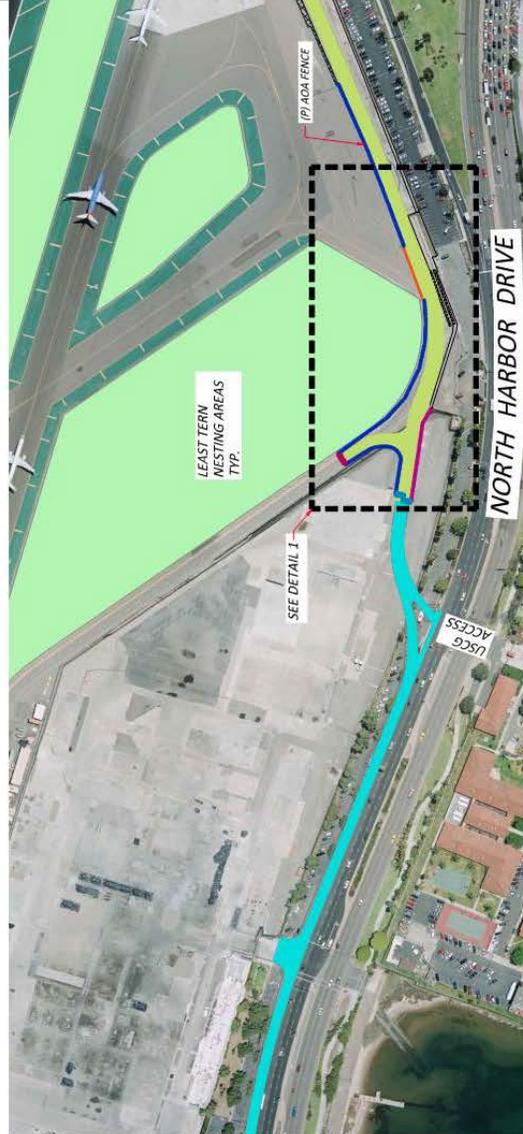


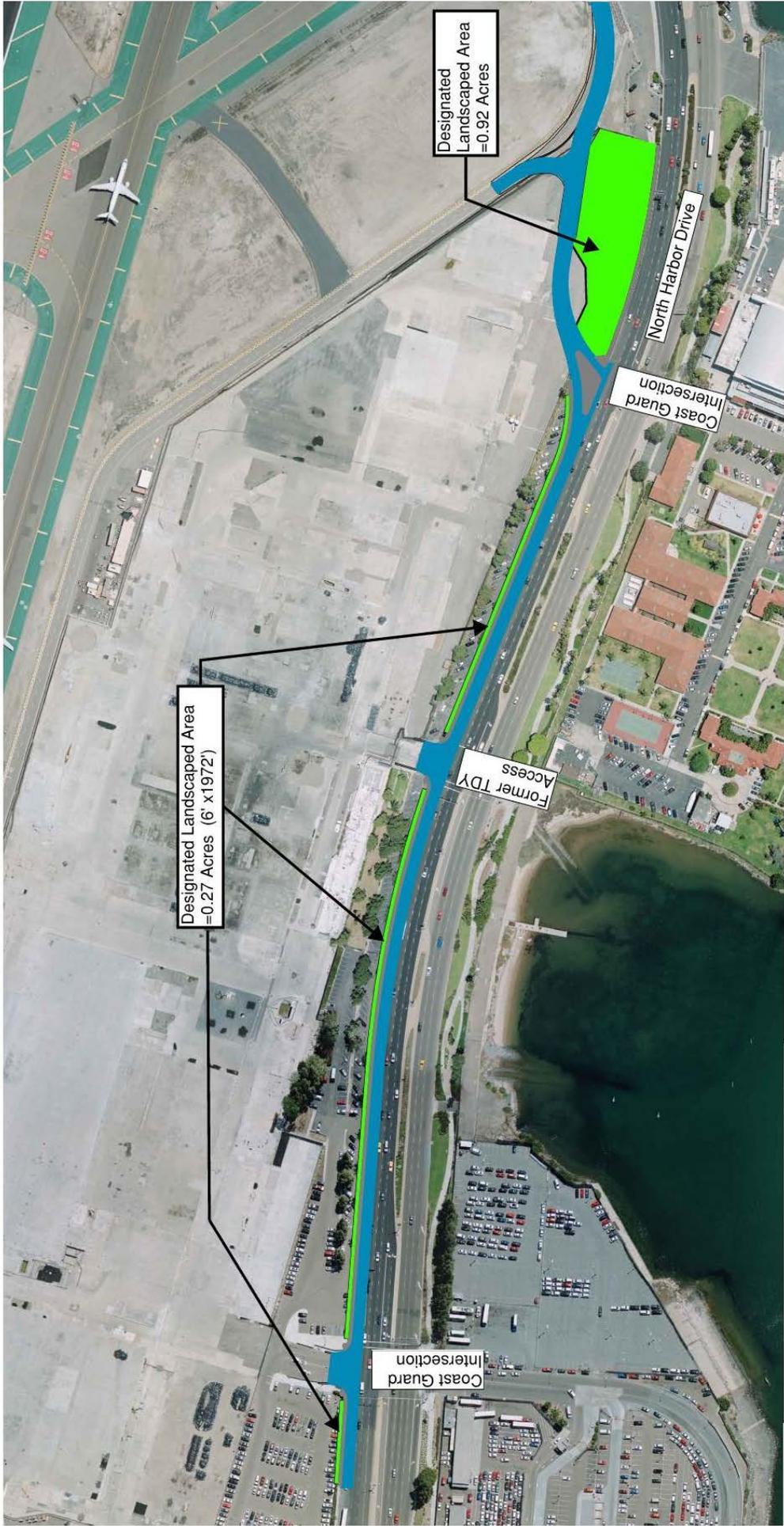


DETAIL 2



DETAIL 1





Designated Landscaped Area = 0.92 Acres

North Harbor Drive

Coast Guard Intersection

Former TDY Access

Designated Landscaped Area = 0.27 Acres (6' x 1972)

Coast Guard Intersection



WITHOUT PROJECT



WITH PROJECT



SAN DIEGO INTERNATIONAL AIRPORT TERMINAL LINK ROAD PROJECT OVERVIEW

- LEGEND**
- PROPOSED LANDSCAPING
 - PROPOSED ROADWAY
 - PROPOSED SIDEWALK

